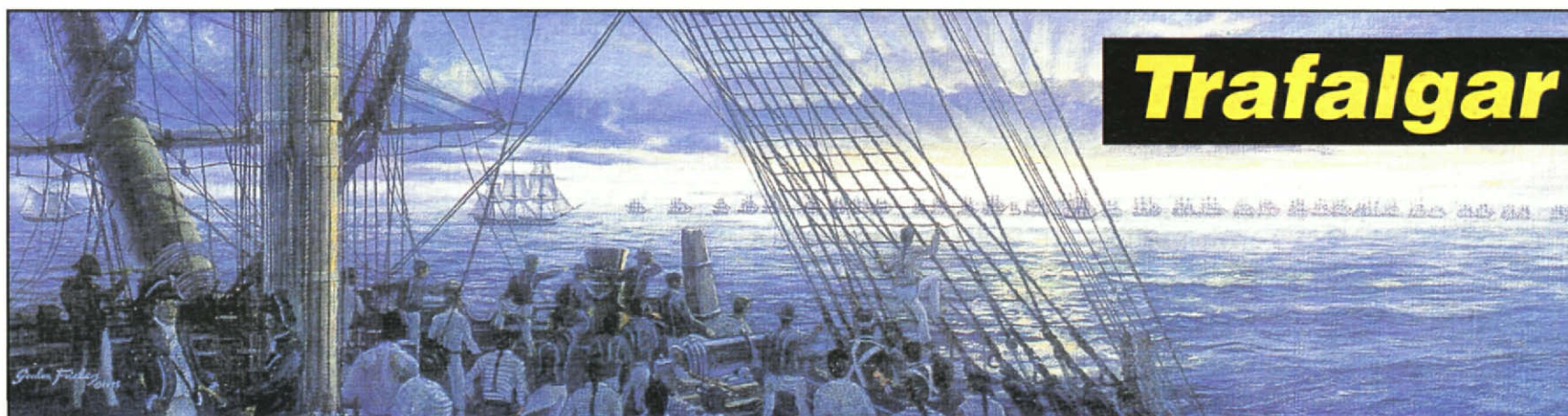


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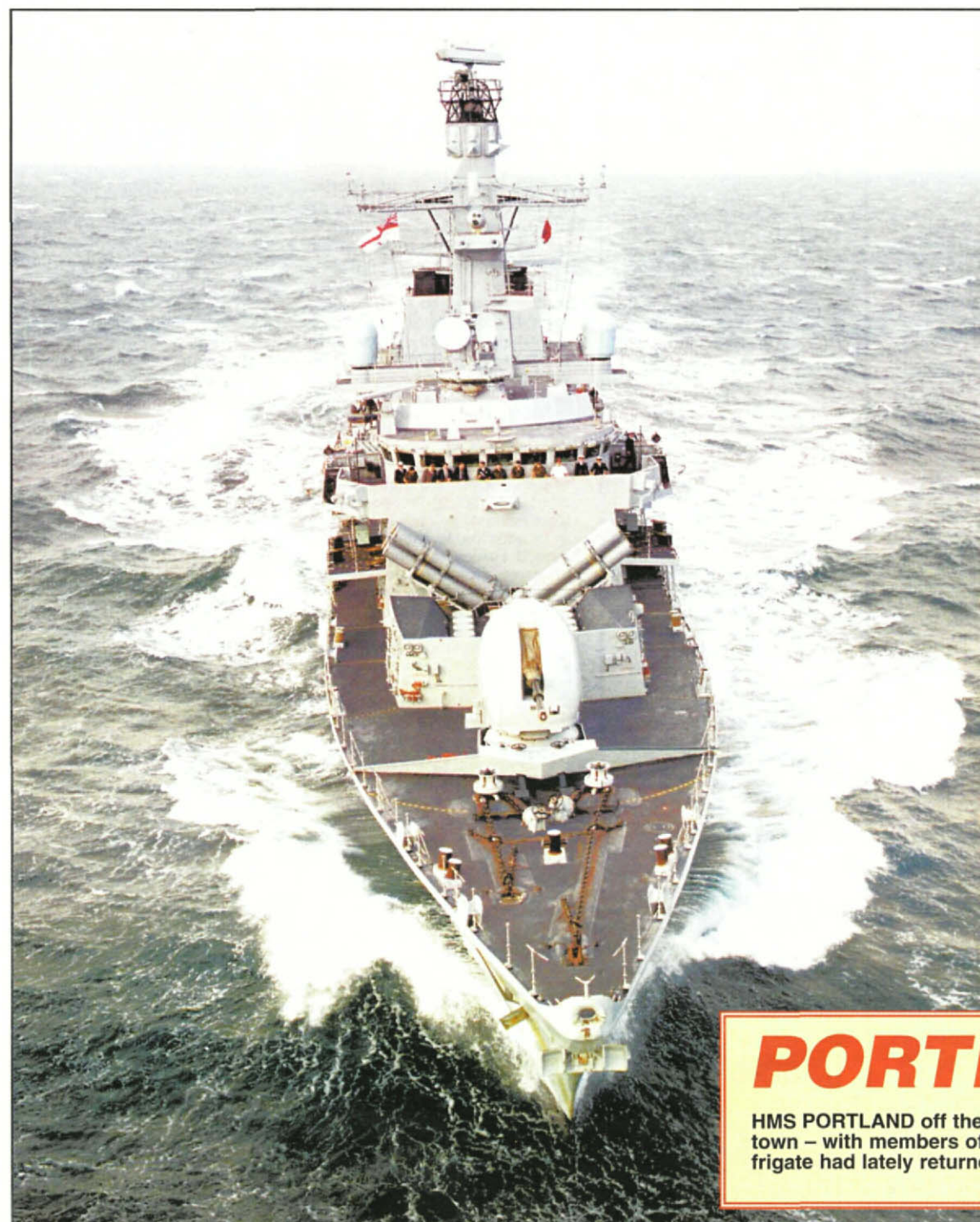


## Trafalgar Dawn

Artist Gordon Frickers' view from HMS Victory at 6.05a.m. on October 21 1805 is one of many superb illustrations in a new book on Nelson's ships.

See page 25

# 'HIGH READINESS' AS ARK SAILS



**ARGONAUT 02, an amphibious Task Group, has set off for the Mediterranean, with half of the ten ships set to move on to the Gulf.**

Four mine countermeasures ships supported by a Royal Fleet Auxiliary have been invited by the Saudi Arabian government to take part in MCM exercises.

The Saudis extended the invitation earlier this year as a follow-up to the successful exercises conducted in 2001 after Saif Sareea II.

The MCM group, HM ships Blyth, Brocklesby, Bangor and Sandown, with their accompanying Landing Ship (Logistic) RFA Sir Bedivere, will continue into the Middle East once the NATO exercise Destined Glory 02 completes. They are not scheduled to return to the UK until the early spring of 2003.

The Argonaut deployment is headed by

HMS Ark Royal, accompanied by Type 42 destroyer HMS Southampton and the MCM group. Royal Marines are also embarked.

Support is provided by four RFAs, landing ships Sir Galahad and Sir Bedivere, auxiliary oiler replenishment ship Fort Victoria and tanker Oranjeleaf.

Air power comes from 800 Naval Air Squadron in the form of Sea Harrier FA2s, along with an RAF Harrier squadron.

Sea King helicopters from 845, 849 and 820

● Turn to back page

## PORTLAND PAYS A CALL

HMS PORTLAND off the coast of Portland Island, on her way to pay a visit to her namesake affiliated town – with members of her affiliated regiment, the Royal Wessex Yeomanry embarked. The Type 23 frigate had lately returned from a seven month deployment in the Persian Gulf.

Picture: LA(PHOT) Darren MacDonald, HMS Drake



# DAMAGE LIMITATION EXERCISE

PRINTS of a painting showing the capture of U-110 have been sold at an 'Enigma Night' to help restore a vandalised war memorial in North Wales.

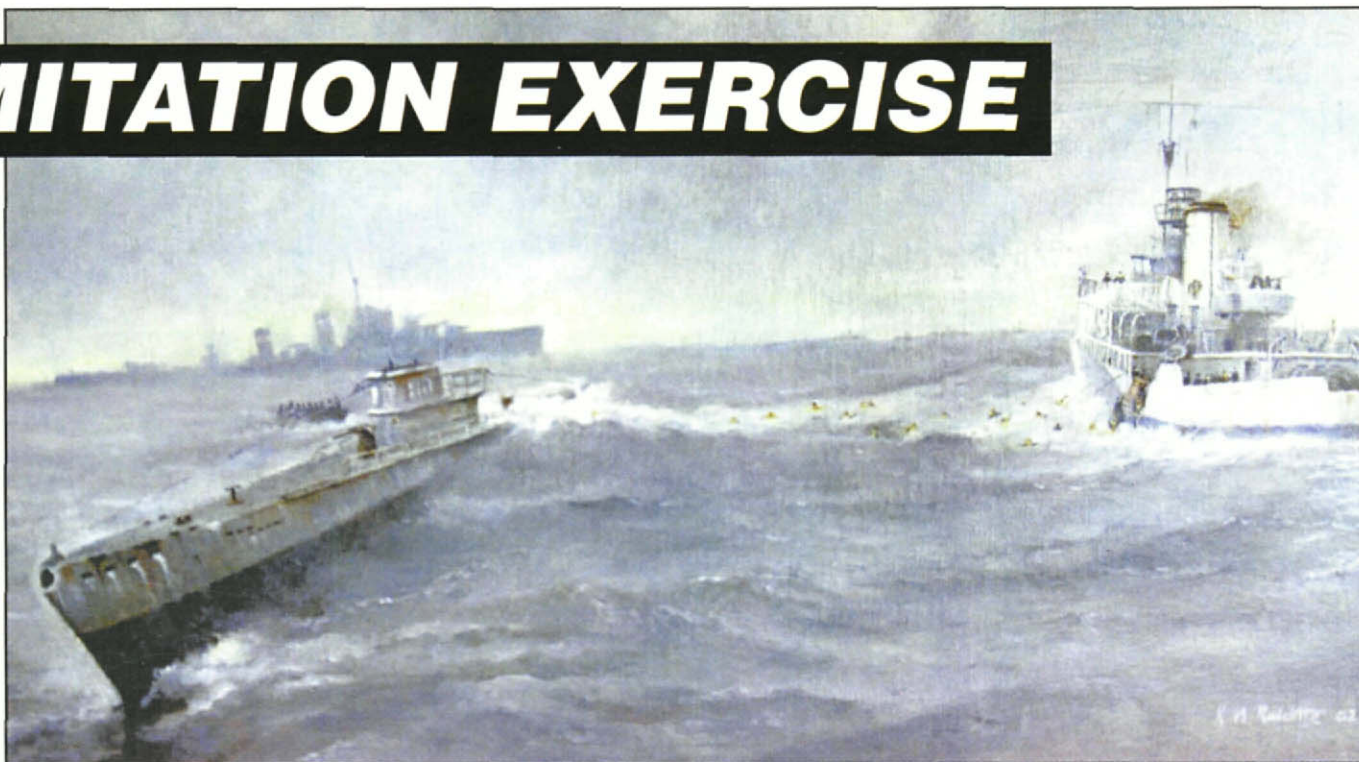
The painting by Ken W. Radcliffe shows the German U-boat listing in the water, with the crew swimming across to HMS Aubretia. HMS Bulldog lies in the background as her boarding party row across to the U-110.

Inside the stricken submarine was found the Enigma coding machine, intact and undamaged – a significant moment in the history of World War II intelligence.

The prints were sold at a Veterans Enigma Night held in Bagillt, North Wales, at which two lectures were given by Frank Rogers – on 'Station X – Bletchley Park' and 'Keyholders to the Reich'.

Money raised will restore the Bagillt war memorial, damaged when vandals broke off the rifle carried by the Unknown Soldier. Prints may be obtained from Norman Watson of the Bagillt Heritage Society on 01745 859404. See Newsview, p20.

□ HMS Victory in the Storm after the Battle of Trafalgar, the print featured on page one of our August edition, may be obtained from artist Mike Hayood at 4 Penwartha Rd, Illogan, Redruth, Cornwall TR16 4ST. The signed, limited edition print in a frame incorporating original oak and copper sheathing from HMS Victory costs £290 inc pp in UK while a signed, unframed print is £22.95, with 20% profit paid to King George's Fund for Sailors.



## Manpower still short as women grow in strength

FULL-TIME trained strength of the Royal Navy at July 1, 2002 was 6,830 officers (100 below requirement) and 30,760 (1,320 short).

The quarterly figures supplied by the Defence Analytical Services Agency show that in each of the last five quarters the proportion of women in the UK Regular Forces has risen slightly for each of the Services.

At July 1, 2002 females accounted for 9.8 per cent of all officers and 8.1 per cent of Other Ranks.

It is still not possible to update the ethnicity data as the exercise to recode individuals, in line with the new 2001 Census codes, has not yet been completed.

□ See centre pages and Newsview, p22.

## Youngest captain pays a local call

DORCHESTER man Capt Alistair Swartridge took his first command back to his local area when he took RFA Brambleleaf into Portland Harbour last month.

Having served 25 years in the Royal Fleet Auxiliary, Alistair was promoted captain in May and given command of the 40,000-tonne replenishment tanker.

He is currently the youngest captain in the RFA, having joined direct from school.

In his time, he has served in most classes of RFA ships and was a survivor of the loss of the landing ship RFA Sir Galahad during the Falklands conflict in 1982.

Brambleleaf has just completed an extensive refit at Falmouth and her ten-day stay in Portland followed fuel-freighting operations from Spain to depots in the UK.

Next in her programme is operational sea training at Plymouth followed by a long-planned operational deployment to the Gulf in the New Year.

## Navigation becomes virtual reality

NAVIGATION training in the Royal Navy has taken a significant step forward with the introduction of new state-of-the-art simulators at HMS Collingwood.

The new Endeavour Building, which boasts two mission bridge simulators named Consort and London, gives students and experienced officers alike the chance to practise in safety, in all weathers and at any time of day.

Building on the experience of the Amethyst facility at HMS Dryad – the simulators recall the navigational feats of RN warships involved in the Yangtze Incident – Consort and London allow groups of students to be transported at the press of a computer key to the Solent, Plymouth or the Clyde, and other databases will be added to bring the Channel Islands, Portland and the Straits of Dover into the picture.

Ten ships are already built into the system, from aircraft carriers to minehunters, and as new ship types are introduced their trials data will be fed in, giving the exact performance and handling characteristics of the real thing.

New additions to the menu are expected to include HMS Ocean, the new assault ships Albion and Bulwark, the Type 45 destroyer, Castle-class ships and the future carrier.

Day or night pilotage, thick fog and rough seas are all on hand, and the two simulators can be linked to give fleet manoeuvres, replenishments at sea and tricky anchorage work, all the warships being depicted in detail.

Harbours are recreated in almost photographic quality on wrap-around screens, while banks of panels in the simulator display the instrumentation relevant to the ship type being simulated.

Although they are not at sea in a multi-million pound ship, the pressure is still on the teams as they handle the simulators, and their performance is recorded and can

be played back from their own perspective – and those of other ships in the area.

The scene can even be 'watched' from a helicopter hovering above the ships.

Trainees will still spend time at sea, as the simulators can never replace the real thing, but for preparation and gaining experience the Endeavour complex will bring both financial and time savings over sea time.

Although RN navigation trainees will be heavy users of the facility, potential commanding officers and executive officers will also get their hands on the controls, as will Royal Fleet Auxiliary officers and some overseas students.

It is estimated that some 800 students will use them each year, and bridge teams will also find it useful to work on Consort and London to hone their skills before taking their ship out.

The new building – named after Capt James Cook's ship on his 18th century voyages of discovery – is one of a number of facilities constructed at HMS Collingwood, Fareham, as part of the Maritime Warfare School, which was launched in January.

By the time the School is fully functional, it will account for just under ten per cent of Naval manpower – 2,500 trainees on various courses at any one time with 1,000 instructors and support staff.

Vice Admiral Sir Paul Haddacks, Director of the International Military Staff, officially opened the new complex before he and invited guests – including representatives of Amethyst, London, Consort and Black Swan, the four ships involved in the Yangtze Incident at the end of the Chinese Civil War in 1949 – toured the facility and were shown the capabilities of the simulators.

□ See 'Smiles', p20

## Pussy's bird flies again

PUSSY Galore's helicopter from the classic Bond film *Goldfinger* is back in the air in a new Naval outfit.

The aircraft, a Hiller UH-12E4, has appeared in a couple of movies but has not been seen before in its current guise.

This particular Hiller variant never actually saw service with the RN, but the UH-12 HT2 did, so the Navy was happy to allow the distinctive colour scheme to be applied to the restored aircraft, together with a representative military serial number, XS 165.

Careful restoration was undertaken by HFI Engineering in Bedfordshire, under the watchful eye of Chief Engineer Tom Clarke.

Owner Rob Hields is planning to show the aircraft at displays around the country and is keen to hear from RN pilots who flew Hillers. Call him on 01977 680206 or fly@hieldsaviation.co.uk

● The restored Hiller UH-12E4 decked out in Naval livery. It carries the serial number XS 165, that of one of the first batch of HT2s delivered to RN air station Culdrose in 1963 – the year before *Goldfinger* was released.

## Slow progress on tackling 'friendly fire' risks criticised

THE MOD has been told it must "increase the urgency" with which it tackles the risk from "friendly fire".

Chairman of the Committee of Public Accounts Edward Leigh, which has published a report examining the MOD's systems for distinguishing between friendly, neutral and hostile entities in the battlespace, said casualties among our own or allied troops from friendly fire were a profoundly unfortunate risk of war.

"In 1992 our predecessors concluded that the Department should redouble its efforts to secure an agreed approach to procuring what was then known as an Identification Friend or Foe system."

"A decade later, the Department has only just approved a policy paper on Combat Identification, and many of the solutions required to implement that policy are years away from fruition."

In addition to the risks to the Armed Forces, the absence of an effective Combat Identification capability could also increase the risk of civilian casualties in conflicts.

If not addressed, public concern about civilian casualties might adversely affect the willingness of the public to support future operational deployments.

The MOD needed to provide a clearer account than it had done so far of the steps it was taking to reduce the risk of civilian casualties

and when these measures would be in place.

Most future military operations that the UK's Armed Forces undertook were likely to be in coalition with allies, which obviously complicated combat identification and increased the risks of friendly fire.

The MOD needed to develop the existing methods of co-operation to address these additional risks.

The MOD had little data on the level of fratricide from past operations and exercises and undertook limited analysis of what was available.

It should produce a database on fratricide and ensure that the information was strongly analysed and disseminated appropriately within the UK and to Coalition partners.

Said Mr Leigh: "Since our predecessors' work in the early nineties the MOD has been rather pedestrian in making progress on tackling the risks from friendly fire ... The lives of our Forces, and indeed of innocent civilians too, depend on some urgent action."

In Afghanistan the MOD had regularly reviewed tactics, techniques and procedures with its American counterparts and it should establish a framework to enable it to reach similar agreements with other NATO and non-NATO allies.

Picture: Paul Smith/PGS Photographic





## WHAT A BLOOMIN' CHEEK!

Navy News' flower bed on Plymouth Hoe has helped us sell a few more copies in the city, but someone has pinched our 4X3m White Ensign logo – hence the big patch of bare earth on the left. Any information leading to its safe return will be much appreciated!



## Lynx crash pilot body flown home

THE BODY of Lt Rod Skidmore was recovered when HMS Richmond's Lynx helicopter was raised from the Western Atlantic where it crashed in June and flown back to his Dorset home for burial.

It is now unlikely that that of his observer, Lt Jenny Lewis, who also died in the accident, will also be found.

The report detailing the Board of Enquiry findings on the loss of the Lynx is with the Commander-in-Chief Fleet, Admiral Sir Jonathon Band.

The aircraft is currently undergoing a technical examination at the RN Aircraft Accident Investigation Centre at Yeovilton.

## Nelson's revealing letters tell all

NELSON expert Colin White will reveal new insights he is uncovering in the life and career of the nation's greatest hero in this year's John Warsop Memorial Lecture at the Royal Naval Museum, Portsmouth on October 26 at 2pm.

The Museum's former Deputy Director, now Director Trafalgar 200 at the National Maritime Museum at Greenwich, Colin has been studying collections of Nelson's letters – and promises that what he has found in them will challenge the traditional view of Nelson's battles and his relationships.

The lecture is sponsored by the Friends of the RN Museum and HMS Victory in memory of former Friends Chairman Rear Admiral John Warsop.

Admission is free, with tea and coffee from 1.30pm – but places must be pre-booked through Trevor Carpenter at the Royal Naval Museum, HM Naval Base (PP66), Portsmouth PO1 3NH. Tel 023 9272 7583 or e-mail [trevor.carpenter@royalnavalmuseum.org](mailto:trevor.carpenter@royalnavalmuseum.org)

# Spanish break for Somerset and Standing Force Atlantic

HMS SOMERSET has joined her fellow NATO warships in Rota, Spain, as part of the Standing Naval Force Atlantic.

En route from Plymouth, while crossing the Bay of Biscay, the Type 23 frigate rendezvoused with the German destroyer FGS Lütjens and conducted a number of exercises before sprinting south in company to join the other ships of the force.

On arrival, a number of meetings took place on board the Spanish Flagship Numancia and the various ship departments were able to meet their opposite numbers and build professional relationships before putting to sea again.

During the visit the Spanish Commander of SNFL, Rear Admiral Francisco Javier Otero, greeted the ship's company at a 'Clear Lower Deck' on Somerset's flightdeck, welcoming them to the Force.

To the delight of all, he agreed to present OM Paul Maner with his Long Service and Good Conduct Medal and CPOMEA(L) John Baillie with a Herbert Lott Efficiency Award.

Somerset's people found time to enjoy the beaches and sunshine of Southern Spain and taste the local cuisine. They were also able to take advantage of the facilities on offer in the US military port,



● **SPANISH LESSON:** Rear Admiral Otero addresses the ship's company of HMS Somerset, along with her Commanding Officer, Cdr Keith Blount

including golf, cinemas and a bowling alley. The Naval Force has now sailed and is currently undertaking a comprehensive training programme under the command of Admiral Otero to ensure that all

the ships work professionally together.

Other ships in the Force are the US frigate De Wert and the Norwegian frigate Trondheim.



● **ROAD SHOW:** Lt Karen Jacques launches the new 2002 Royal Navy Presentation Team programme at HMS President

## New road show gets rolling

EACH year the Royal Navy Presentation Team takes the First Sea Lord's message to over 100 different locations, travelling over 20,000 miles and talking face-to-face to around 15,000 people in a wide cross-section of the community.

This year's new "road show", led by Cdr Brian Warren and his co-presenter Lt Karen Jacques, features an action-packed 35 minute multi-media examination of how the Royal Navy operates, describing its role, its people, its equipment – and its future.

It was launched at London RNR Headquarters HMS President, where the guests of Admiral Sir Nigel Essenhigh – on one of his last public engagements as First Sea Lord – included Ambassadors, High Commissioners, MPs and senior businessmen.

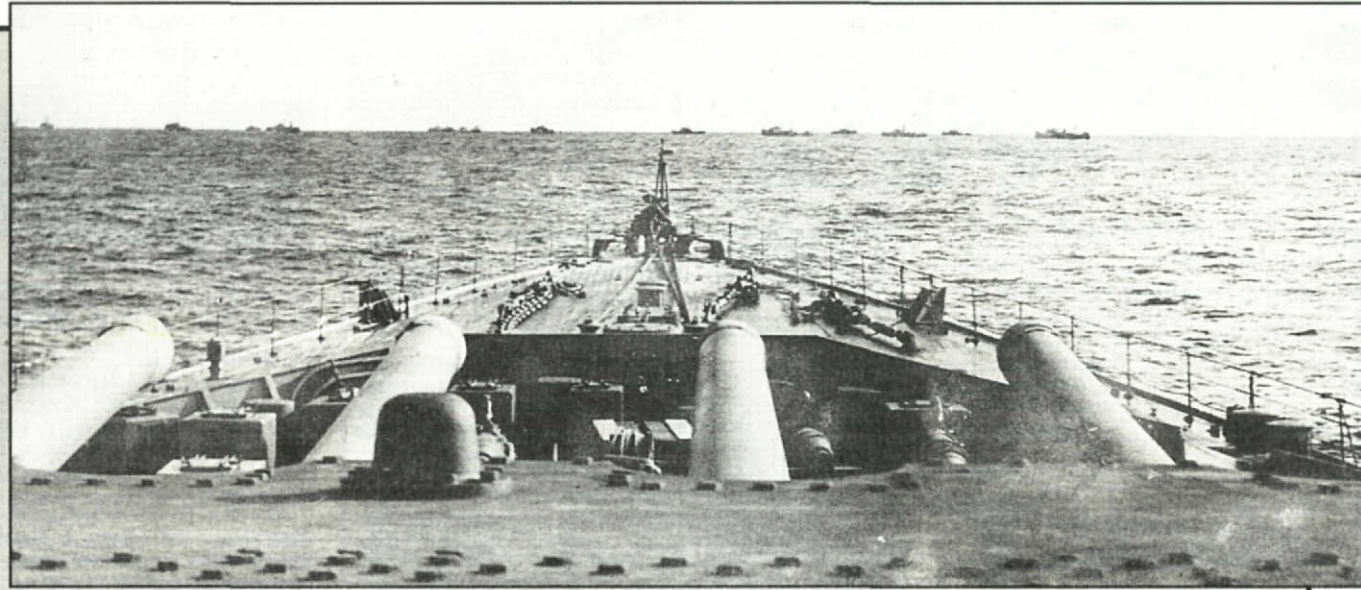
## ATLANTIC DATES

THE FULL programme of events on Merseyside next year to mark the 60th anniversary of the Battle of the Atlantic – the last full-scale commemoration to be planned – has now been released.

Key events from April 30–May 5 will include an RN ship moored off Albert Dock; visiting Navy ships open to the public in Canning Dock; a fly-past of the RN Historic Flight; a Royal Marines Band Concert at the Royal Liverpool Philharmonic Hall; and an Anglican Cathedral Service and March Past.

For further details contact The Battle of the Atlantic Officer, RNHQ Merseyside, Brunswick Dock, Liverpool L3 4DZ or at [www.merseyside.org.uk/battleoftheatlantic2003](http://www.merseyside.org.uk/battleoftheatlantic2003).

● A convoy seen from HMS Prince of Wales in 1941 as the battleship HMS Prince of Wales carried Winston Churchill back from his historic meeting with Roosevelt that led to the 'Atlantic Charter'





● As the Royal Navy task group for Exercise Argonaut forms up and steels itself to meet the challenges ahead, there is plenty of preparation to be done.

A GR7 Harrier from No 1 Squadron RAF is pictured (right) taking off from HMS Ark Royal during work-up in the Bristol Channel before the ship left the area for the Mediterranean, while international co-operation is demonstrated (below) in a replenishment at sea manoeuvre involving supply ship RFA Fort George (centre), Dutch assault ship HNLMS Rotterdam (right) and RFA Fort Victoria



## TV crews film on Argyll

CHANNEL 4 News and Sky TV have visited HMS Argyll to watch her operating on Armilla Patrol in the Arabian Gulf.

The two news organisations were persuaded of the value of the trip by seeing video of boardings carried out by the ship, filmed by the ship's photographer and beamed back to the offices of the Director of Corporate Communications (Navy) - DCC(N) - in London.

Public Relations Officer Lt Cdr Steve Tatham, responsible for PR and media operations for the Surface Fleet and Submarine Service, canvassed the two groups, and subsequently escorted them on the whistlestop visit.

In a hectic five-hour session the crews recorded interviews and pieces around the ship before returning overnight to the UK.

The result was a five-minute section on Channel 4's primetime news, a series of pieces shown throughout the day on Sky, and regional pick-ups from Scotland to



● Neil Morris (Sky cameraman), Graham Heslop (Channel 4 cameraman), Liam Halligan (Economic correspondent, Channel 4), David Bowden (Sky correspondent), Lt Cdr Tom Higgs (HMS Argyll PRO) and Lt Cdr Steve Tatham (DCC(N) Staff Officer), on Argyll

West Sussex on TV, radio and in the press.

The Navy regards the press as an essential component on opera-

tions, helping to counter the 'out of sight, out of mind' impression the British public appears to have of the Senior Service.

YOU may need a passport if you visit the Defence 2003 event at RAF Fairford next July - and you may find yourself in a war-zone.

Organisers of the event, in Gloucestershire, are turning a large part of the airfield into the mythical state of Riattica.

Visitors to the show, held in conjunction with the annual Royal International Air Tattoo (RIAT) on July 19 and 20, will be in the midst of the Riattican armed forces as they prepare for conflict with their bellicose neighbour, Yegoba, over the disputed island of Elloom.

It is planned that visitors passing from the neutral territory of Fafundia (Fairford) into Riattica will be given a passport.

Once over the border they can see how the friendly forces deal with an escalating crisis.

Air crews will be working around them, warplanes will fly

over, Army equipment will be on show, and the Navy will be represented by aircraft, Royal Marines - and warships, portrayed on massive video screens around the site.

The scenario will be played out over some 13 hours each day, and fits into the overall programme for the tattoo, which is expected to attract more than 200,000 people to the public days - July 18 is a full-scale rehearsal and is designated

Youth Day.

The show also features 100 Years of Flight, with static displays of aircraft from each decade, with the Navy prominent in the 1950s and 1980s.

Further details of the event, part of the Defence 2000 series, will be announced later.

See [Navy News Online](http://www.navynews.co.uk) and [www.airtattoo.com](http://www.airtattoo.com) for more about plans for the show.

# Riattican 'war' is part of show

## Ocean docked

FLEET Support Ltd (FSL) in Portsmouth is carrying out the first maintenance docking of helicopter carrier HMS Ocean

Originally planned for earlier this year, but delayed by operational requirements, the current package of work will involve more than 200 people at its peak, and includes hull modifications.

The work is expected to be finished by next month.

■ More than 500 staff at Portsmouth Naval Base are now working for FSL under the partnering agreement between FSL and the MOD.

Following Vesting Day on September 14, FSL now provides engineering and waterfront support to the Navy.

# Ship-lift contract is placed

A CONTRACT to recover holed destroyer HMS Nottingham from Australia has been placed with Dockwise, owners of the heavy lift ship Swan.

The Swan is due to arrive in Australia around October 19, but the Warship Support Agency (WSA) is currently looking at options to move Nottingham from her current berth in Newcastle, New South Wales, to another port where the deep-draught Swan can operate.

No dates have yet been set for the operation to begin, but there will be at least ten days of preparatory work, including loading and inspection, when the two ships meet up.

During this period British dockyard representatives will also assess damage to the ship in order to finalise bids for the repair contract.

Swan and Nottingham are expected to reach the UK by mid-December, and only a small number of personnel will be needed to monitor ship systems during the trip, which should take between six and eight weeks. The remainder



● HMS Nottingham alongside in Newcastle, New South Wales

will be flown home.

Nottingham was holed when she ran aground on Wolfe Rock off Lord Howe Island on July 7, and after initial damage control was carried out, the ship was towed to Newcastle in August.

As well as prompt help from the Australian and New Zealand armed forces, the RN ship's company were praised for their efforts in saving the destroyer.

including skydiving, diving, bush expeditions, white water rafting and abseiling.

The ship's rugby team had the chance to train with Australia's leading rugby league side, the Newcastle Knights, who include national team captain Andrew Johns.

Managing morale has been a challenge, but the placing of a contract will help lift the mood.

CMEM(M) Martyn Dorey, who played a pivotal role in shoring work to save the ship, said: "The lack of information on the programme for the lift home and when the ship's company will leave Australia has been difficult for us and our families."

LOM Chris Thomson-Baily agreed: "Newcastle has been a good place to visit, but the current routine has become monotonous. There are certainly worse places where this could have happened!" LMEM(M) Lee Bubb added: "I have enjoyed my time in Newcastle and the adventurous training programme arranged. I managed to go skiing for three days. However, we have been here too long, and look forward to going home."

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# Ships of the Royal Navy No 563



● Type 23 frigate HMS Marlborough (the picture shows her old 4.5 inch gun turret)

## Marlborough revamped and ready for off

**O**NCE Type 23 HMS Marlborough had made her way home from last year's Exercise Saif Sareea, she was handed over to the tender mercies of the fleet support teams at Portsmouth Naval Base for a six-month stretch of overhaul and updates.

Superintendent Fleet Maintenance and FSL Ltd worked together to fit out the frigate with the latest modifications.

These include, most noticeably, the new 4.5inch Mk8 Mod 1 gun turret, nicknamed Kryten's head after the *Red Dwarf* character by the Navy.

Other changes include improvements to the command support system, fresh water system, updated Electronic Warfare kit and improved approach lights and aviation facilities. The time out of action gave the ship's company a chance to develop their affiliations with the town of Marlborough and other groups.

Marlborough is now in the throes of a tough training schedule. She and her ship's company are down in Plymouth being put through their paces in operational sea training.

Even with the six months out

for her maintenance period, Marlborough has had a packed 18 months; the ship's company has visited places ranging from New York to New Delhi, and from Middlesbrough to Mumbai, leaving a trail of friends en route.

The next big thing in the warship's schedule will be Naval Task Group (NTG) 03 in the New Year.

The Type 23 is the sixth HMS Marlborough to serve with the Royal Navy. The first was a second rate of 1,131 tons originally called the St Michael but renamed in 1706 to honour the Duke after the Battles of Blenheim, Ramillies and Malplaquet.

Second in line was the 74-gun third rate of 1,640 tons built in 1767 and wrecked in 1800 near Belleisle, followed by another third rate in 1807.

The next ship was a first-rate screw of 6,300 tons built in 1855. In 1878 she became a training ship and was renamed Vernon II in 1904.

The last was the Iron Duke-class battleship of 25,000 tons which served the name proud as Jellicoe's flagship at Jutland in 1916.

■ Historic figurehead at new Portsmouth home – see page 12

## Facts and figures

**Class:** Type 23 frigate  
**Pennant number:** F233  
**Builder:** Swan Hunter, Wallsend-on-Tyne  
**Launched:** 21 January 1989  
**Accepted:** 7 March 1991  
**Commissioned:** 14 June 1991  
**Displacement:** 3,500 tons  
**Length:** 133 metres  
**Beam:** 15 metres  
**Speed:** 28 knots (max)  
**Range:** 7,800 nautical miles at 15 knots  
**Complement:** 173  
**Propulsion:** Combined diesel, electric and gas: four 1.3mW Paxman Valenta diesels; two 1.5mW GEC Electric DC motors; two 12.74mW Rolls Royce Spey Gas Turbines; two GEC Double Reduction Gearboxes; two fixed pitch propellers and 34,000 shaft horsepower  
**Weapons:** 4.5in Mk8 Gun Mod 1; eight McDonnell Douglas Harpoon; vertical launch Seawolf; two 30mm BMARC cannon; four 6-barrel Seagat Chaff dispensers; magazine torpedo launch system with Stingray torpedoes and Sea Skua missiles  
**Sensors:** 996 Plessey surveillance radar; two 911 Marconi Seawolf trackers; GSA8 BAE; 2031Z Towed array sonar; 2050 Bow sonar; UAF ESM system; and 1007 Kelvin Hughes navigational radar

## BATTLE HONOURS

Martinique.....	1762	The Saints.....	1782
Havana.....	1762	First of June.....	1794
St Vincent.....	1780	Jutland.....	1916

## AIRCRAFT OF THE ROYAL NAVY No 72



● A Short Sturgeon TT2 flies over the sea

Picture: Fleet Air Arm Museum

## Short Sturgeon

THIS long-nosed Short Sturgeon TT2 served the Fleet Air Arm as a carrier-borne target tug after World War II.

Originally developed as a reconnaissance-bomber to fly from carriers, the first prototype flew in 1946, too late for front-line duties.

Sent back to the drawing board for the changed operational requirements, this high-speed, target-towing variant – the Short SA2 Sturgeon TT Mk2 – first flew in prototype form in September 1949.

The aircraft was designed for deck landings, with power-operated folding wings and the distinctive lengthened nose to hold photographic equipment.

The Sturgeon's role was for gunnery practice, air-to-air firing exercises, photographic marking and radar calibration.

In time, the Sturgeon moved from a carrier-borne to shore-based role, with a new variant – the Short SB9 Sturgeon TT Mk3 – needed to

meet the differing needs of the situation. The long nose was lost along with the deck-landing gear, and the wings regressed to manual-folding.

The Sturgeon was the first twin-engined aircraft designed specifically for the Navy, as compared to the Monitor, Sea Mosquito and Sea Hornet which were all conversions of RAF-designed aircraft. In total, 23 TT2s were received by the FAA, and 19 TT3s.

The all-metal stressed-skin aircraft flew with a two-man crew using two 1,660 hp Rolls Royce Merlin 140S engines. As a high-speed target tug, its maximum speed was 370mph, which dropped to 302mph at the lower height of 15,000ft. A winged or sleeve target affected differently this top speed.

Unfolded the wings spanned 59ft 9in, or 22ft 5in in compact mode. In length, it stretched 48ft 10in with a height of 13ft 2in. Short Bros. and Harland Ltd of Belfast built the aircraft.

## Pembroke House

The Royal Naval Benevolent Trust's Care Home

A fine, recently modernised home near Chatham for former Sailors, Royal Marines, their wives and widows



Pembroke House offers high standards of care, first class accommodation, an extensive programme of activities and a very friendly atmosphere. For further information and a brochure, please contact the General Manager, Pembroke House.

The RNBT also gives financial grants to serving and ex-serving RN ratings, RM other ranks and their dependants (the 'RNBT Family') to help them in a wide variety of circumstances. For advice and assistance please contact the Welfare Controller at RNBT Headquarters.

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 email: pembrokehouse@rnbt.org.uk

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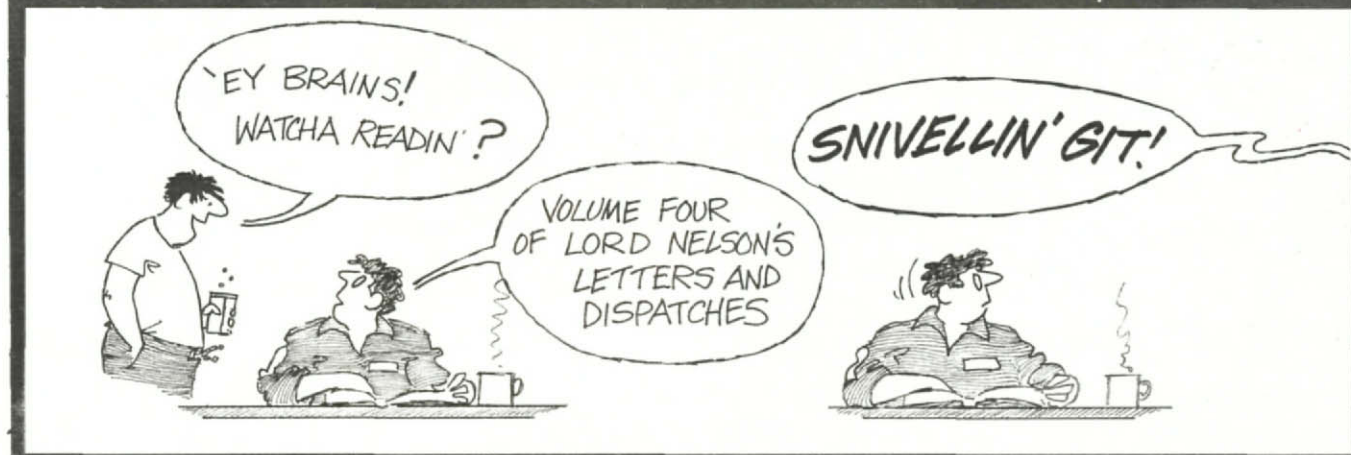




## Letters

# JACK

BY TUGS



### Grave neglect

KIM Taylforth and I are campaigning to encourage local people to tend neglected war graves in Britain.

An ex-gardener from Greenwich Hospital has reported that the grave of one of our great naval characters, Capt Thomas Hardy, is now in a very poor and untended state.

I understand that the grave is adjacent to the old Hospital, but have not been able to visit it myself to verify its condition.

I know you will share my shame that such a great name in the history of the Royal Navy should not be tarnished by his grave falling into a neglected state. — J. Oliver, Biggleswade, Beds

Vice Admiral Sir Thomas Masterman Hardy, Nelson's flag captain at Trafalgar, was Governor of Greenwich Hospital when he died in 1839. — Ed

### Citizens of Stoke

I WAS pleased to see a photo of a Stoke Newington Cadet on the front page of the July edition.

I was a Cadet in the pre-war Stoke Newington Naval Brigade, joined the RN early in 1940, served five years, had a break while my family was young, then joined the Sea Cadet Corps.

I was CO of Stoke Newington for ten years and then had a further ten years as a District Officer.

The Royal Navy remains the finest Service in the world and it would appear that the SCC has also maintained its high standard.

The officers and their staffs and the committees do a wonderful job. These young people not only learn about seamanship, but also a great deal about citizenship. — A. A. Greenway, Milton Keynes

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.

# Victory charge 'offensive' to families

HAVING just enjoyed a Families Day onboard my own ship, I recently attempted to take my three children around Nelson's flagship and the oldest ship still in the Royal Navy.

I was surprised to learn that free access is now denied to all but serving personnel — families are not entitled.

Indeed the only way I could get my family to see inside HMS Victory was to purchase a pass to all of the "attractions" at a cost of £44.

As time did not warrant this expenditure the visit was curtailed to a walk around the outside of the great ship.

I find it incredible that we, as a Service, see fit to charge our families in this manner and although the price of the family pass may be comparable to similar attractions, it is offensive to deny family access to a ship of the Royal Navy in this manner.

— Lt Cdr T. Grace, Corsham, Wilts.

The Commanding Officer HMS Victory writes:

As a result of the development of the Heritage Area, a policy of charging members of the public to visit HMS Victory was introduced in 1984. However, Service personnel were exempted and became entitled to free access on the production of an ID card.

At that time a conscious decision was taken under the new charging regime that, together with members of the public, Service families would be required to pay to visit HMS Victory. This policy has not changed.

The cost of the visit stems from an overall change to the ticketing arrangements for entry to the Heritage Area, recently introduced by the Flagship Portsmouth Trust.

There is now a single-site ticket (Under 5 free; 5-16 & over 60s — £11; Adult — £13.75) which provides access to all the Historic Dockyard attractions. The portion

of the ticket for any unvisited attractions will be valid for future visits. The charges are comparable with similar attractions and offer good value for money and a great day out.



● HMS VICTORY: No charge for Service people — but families must pay

# 'Ruby's' stays in the family

I WOULD like people to know how proud and honoured I am to have been given the opportunity to run The Royal Standard and hopefully keep the proud name of 'Ruby's' alive.

The pub in Edinburgh Road, Portsmouth has long been an institution for the Royal Navy.

For 42 years Ruby has been landlady, foster mother and friend to many young sailors all over the world who often return to reminisce over a friendly pint about days gone by.

Ruby moved to The Royal Standard in 1961 with her then husband Jack Wood, who had just left the Navy.

Over the years Servicemen have donated 738 ships crests, 600 cap tallies and 90 Zippo lighters — a fine collection still admired by all, it is by far the biggest collection of RN memorabilia in the south.

Sadly, at the age of 82, Ruby has had to take a back seat and is greatly missed by all, having passed the pub on to her son Stephen and granddaughter Sarah who have restored the memorabilia to its former glory.

My nan always supported the RNLI — there is a picture in the bar of the 1902 collection held outside — and we are going to continue in a bigger way, by way of quiz nights, karaoke, raffles etc. — Sarah Wood, Portsmouth.

● Ruby and Jack Wood at the bar of The Royal Standard in the 1960s — then a Brickwoods house, of course, like most others in the city

# Your vote — check now so you don't miss out

I SHOULD like to draw attention to regulations, which came into effect last year, concerning the electoral registration of members of HM Forces.

I am very concerned about the registration of Service personnel, in particular falling numbers, and would like to ensure that as many of your readers as possible are informed about how to register.

They now have the option of registering to vote either by Service declaration or by completing an electoral registration form (in the same way as civilian voters).

In addition, new regulations have specified that Service Declarations are now only valid for 12 months from the date of entry in the register.

It is, therefore, essential that all members of HM Forces (or spouse) follow one of these two options in order to maintain voting rights.

The Electoral Registration Officer is required to send a reminder to those whose declarations are due to expire.

This task has been completed in Plymouth for all service personnel currently registered. However, the number of Service personnel registered in the City of Plymouth fell by 2,500 between February 2001 and July 2002. This figure is likely to increase to 3,000 by the end of the year.

I would therefore suggest that all who register via a Service Declaration check with their local ERO that they are registered to vote and that the declaration is not due to expire.

Local authorities will have issued electoral registration forms to each household during September which will give all Service personnel the opportunity of registering civilian style.

If you permanently move address you should apply immediately to have your name added to the Register.

Postal and proxy voting facilities are available should you be posted away from home.

— N. Spilsbury, City Solicitor, Plymouth

### Points to compass

IN RESPONSE to the request from W. Lewis for help in identifying his compass (September issue), it is a survey compass.

Apart from its main use as a bearing compass, the instrument can be used to measure vertical angles, calculate distance off and serve as a spirit level, clinometer and signal device, and the compass dial can be compensated for variation.

A mining engineer from Colorado, USA, D. W. Brunton, took out a patent for the design in 1894 and it was used extensively for surveying work, mapping the world's contours and coastlines. — Lt Cdr H. Felgate, Swanmore, Hants

### Avengers off track

REGARDING 'Aircraft of the Royal Navy No 69', the information that Avengers from HMS Tracker took part in the sinking of U355 is not correct.

It was originally thought that this happened, but this has now been officially amended.

U355 was listed as missing in the Arctic Sea on April 4, 1944. There is no official explanation for the loss of the boat, which reported for the last time on April 1 from approx 73.07N, 10.21E while in pursuit of convoy JW58.

It was originally reported that she had been sunk southwest of Bear Island by depth charges from Avengers from HMS Tracker and the destroyer HMS Beagle.

This attack was in fact against U673 inflicting medium damage. — K. Baker, Hockley, Essex



No. 579 48th year

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# STILL WORKING, 60 YEARS ON

MY OLD ship in Malta in the 1950s was HMS Miner VI, a coastal minelayer employed in the 1st Submarine Squadron as a torpedo recovery vessel.

One of my old shipmates, 'Sweeney' Todd, has just been out there – and tracked her down. Now known as the mv Cominoland, she operates as a ferry on trips around the islands.

As you can see, she has been altered a lot, but the fore ends look the same. She must be one of the oldest ex-RN ships still running. – T. Wesley, Lochgelly, Fife.

HMS Miner VI was built by Philip & Son at Dartmouth in 1942 and sold in Malta in 1966, then being renamed Minor Eagle. – Ed

● **STILL WORKING:** HMS Miner VI in Msida Creek, Malta and (inset) in Sliema Creek today as the ferry mv Cominoland

## Time for a fair deal for Service singles

FOR MANY years the Armed Forces have striven to rid the Services of harassment and discrimination, yet indirectly they are probably the biggest flouters of their own policies regarding discrimination.

As we all know from various presentations, the Divisional system and the numerous publications and pamphlets at our disposal, any form of discrimination is frowned upon within the Armed Forces and consequences to all concerned can be career destroying.

I would therefore like to know if anyone could tell me the differences between the following groups of Service personnel:

□ Single/divorced/ separated, mortgage, family.

□ Married, partner working/not working, mortgage/no mortgage, family/no family

Despite trying, I cannot find any differences. However, when it comes to allowances within the Services those in Group A are deemed to be single with none of the financial commitments of those in group B.

I, along with many other Service personnel, fall into group A and believe, if anything, that my financial commitments are par to that in group B, if not more.

I maintain my wife and daughter through maintenance payments, pay full food and accommodation when drafted ashore out of area and maintain my own property – yet the only recognition I receive is one free travel warrant per month.

I appreciate that there are ongoing studies based at looking at the disparity between the single and married person (they seem to have been going on for years with no positive outcome) but I believe that the single person is and will continue to be discriminated against when it comes to allowances.

Our civilian counterparts are not treated as single or married when and if they are entitled to allowances, so why should we be?

I often wonder how the law of the land or even the European courts would view this indirect form of discrimination. – Name and address supplied.

## Missile threat

I WAS absolutely horrified to read about the possible plans the MOD/Government have for the Type 22 frigates Boxer and Brave.

I was proud to serve aboard HMS Boxer between 1991 and 1993 and remember her with great fondness.

Not only was she the best ship I ever served in during 11 years' service, but she had the best ship's company I ever worked with and the best deployments I ever went on, including the awesome Orient 92 and the Adriatic deployment the following year.

I would be devastated if the plans went ahead to use her and Brave as missile targets.

I appreciate that the MOD has had no luck selling them, but why be destructive and have them rust away under the waves? Be constructive for once, why not donate them to a maritime British city? Let them be used by the Reserve Forces, the Cadet Forces, schools and colleges, be enjoyed by ex-Service organisations and used for entertainment and tourism – surely that would be a wiser course of action? – R. Davies, Ty Canol, Cwmbran

● **HMS Boxer on Orient 92**



## Kiwis give top effort

WITH reference to your news item on the back page of the July issue, I note with some interest that the two surface Navy units to assist HMS Nottingham in her hour of need were from the Royal New Zealand Navy.

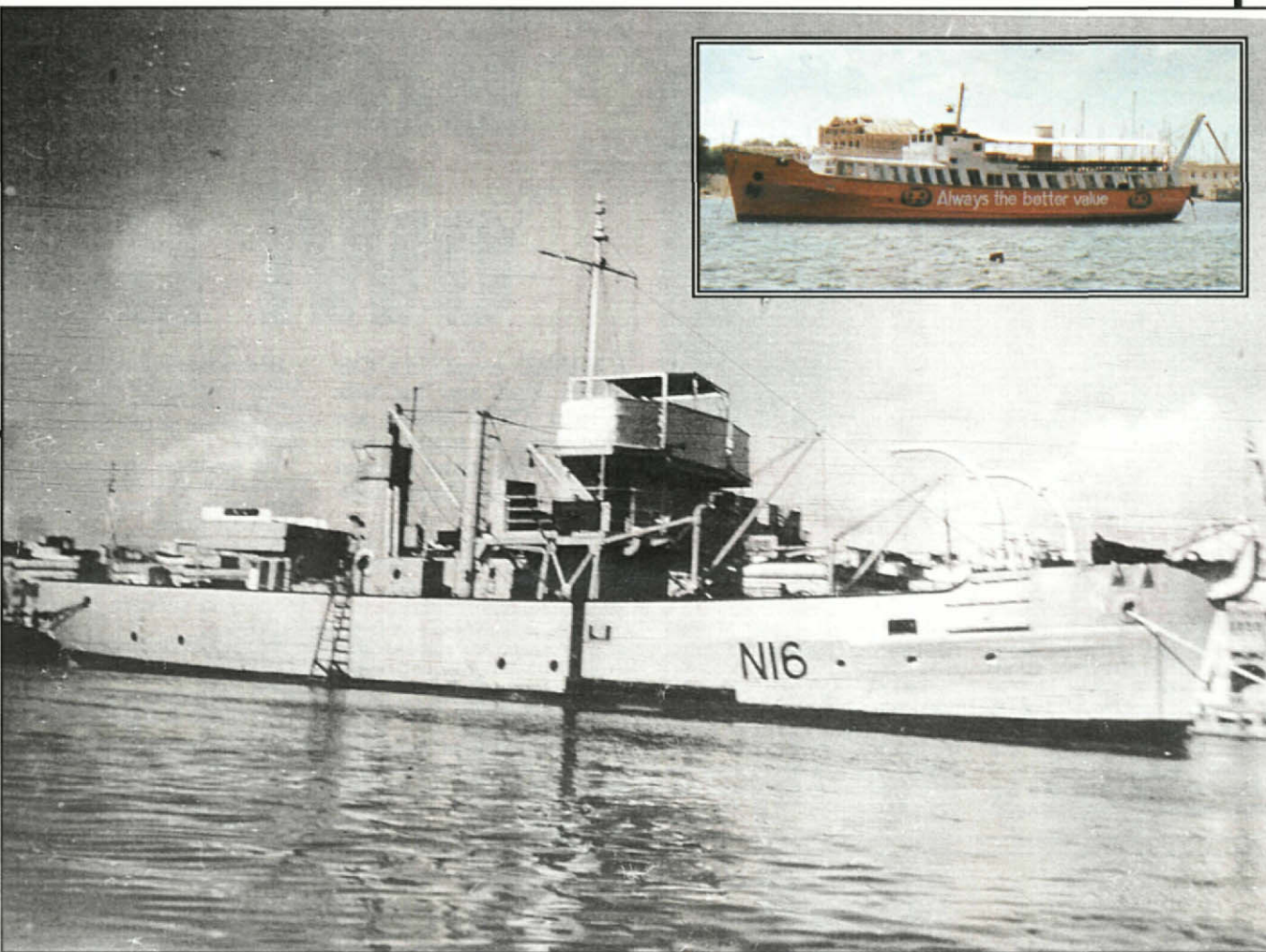
We are constantly castigated by the Australians for not putting enough defence funds into increasing our surface ships, but when the chips were down, who comes through with help but the Kiwi Navy?

We may be a small force, but we give it one hundred per cent effort. – T. J. Voltz, Blenheim, New Zealand.

## Name still in mind

MAY I thank you for the excellent article on the names of various ships.

As the new Secretary of the HMS Dorsetshire Association I am pleased to see that our lobbying, along with others, over the past years has at least kept the name of our ship in the minds of the Ships' Names and Badges Committee – and, who knows, one day it may be our turn again. – G. Blackburn, Hints, Staffordshire



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## People in the News



● HMS Southampton's football squad Picture: LA(Phot) 'Elkie' Brookes

### Southampton footie stars

SOCCER aces Steve Gray and Alan Blayney, players from Southampton Football Club, pitched up to see their affiliated Type 42 destroyer before she set off on this year's Argonaut deployment to the Mediterranean.

The two did not turn up empty-handed, but brought

along a Southampton football strip for the HMS Southampton team.

The Navy players can be seen kitted out in the background with LPT Forwell. In the front, the professional footballing duo are presenting the kit to Commanding Officer, Cdr Gary Doyle.

# Couple adopt bashed-up owl Bu-Bu

A NAVAL couple, Lt Cdr Nobby Hall and his wife (former CPO) Helen, are sponsoring an injured rare owl that was found in need of care at the Cyprus military base.

The duo are apparently owl-mad, with a married quarter packed with owl books, pictures and memorabilia.

The battered elf owl was found lying on a patio at a married quarter in South Paramali, and rushed to the Cyprus Defence Animal Support Unit (CDASU) at Episkopi for care.

The Halls stepped forward to pay for the food and medical treatment provided by the staff at CDASU.

Named Bu-Bu after the goddess Athene's owl in the film *Clash of the Titans*, the bird is on the mend but might not be able to return to the wild.

The owl-lovers are prepared to convert their shed into an aviary if their feathered friend becomes a permanent fixture.

When asked whether a parrot would be more appropriate for a Naval couple, Helen said: "Owls are far more attractive and intelligent."

It seems Bu-Bu is one lucky owl.



● Bu-Bu, the miniature elf owl

## Family medal hunt hits gold

DOROTHY Wild's grandfather, a stoker in HMS Cressy during World War I, was awarded three medals during his service career, but over the passage of time the medals were lost to the family.

Dorothy set out to track down PO Leonard Burnand's military awards, and the trail led via the now-defunct HMS Hallam to HMS Sherwood, Nottingham's Royal Naval Reserve Unit.

The medals were stored safely – under the stairs – but with no clue to surviving family, Lt Cdr Robert Hustwick RNR had lost hope in finding a good home for them.

Now after a special presentation, Dorothy has taken them back to a proud family.

## RAN Sea King lays WWII hero to rest

THE Royal Australian Navy scattered the ashes of World War II hero, Lt Cdr Douglas Brooks DSC and Bar, from one of their Sea King helicopters.

Douglas settled in Australia after the war, and died back in January. During WWII, he won the DSC fighting a fire in the ammunition ready-use locker in HMS Indomitable during a Malta convoy in 1942. Later in command of 831 Naval Air Squadron operating from Victorious, he won his second DSC.

British Navy man Lt Cdr Paul Hannigan was flying the Australian Sea King which carried Douglas' remains out to sea.

## Artisans finish horse for grand-daughter

LOYAL member of the Royal Naval Shipwright and Artisan Association Jan Brimblecombe enjoyed working on a labour of love – a rocking horse for his grand-daughter.

Unfortunately he died before his work could be finished, but in true shipwright tradition, his colleagues at the Association took up the reins to finish 'Operation Horse'.

Jan's wife and grand-daughter were delighted with the beautifully-crafted memento of grandad.

## Campaign works!



● Alex Holme



● Laura Holme

WHO could know that a battered old recruiting sign at Beamish Museum, County Durham, would have such an effect?

Michael Holme's son and daughter spied the enamel sign 11 years ago in their youthful days.

Now Alex is in the Royal Marines, and partway through a Vehicle Mechanics Course at SEME Bordon in Hampshire, and Laura is in her second year with the Navy, based at HMS Nelson as a Wren Dental Surgery Assistant.

Just goes to show how effective our recruiting campaigns have always been.

**China Fleet**

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**AIM**  
The Royal Navy & Royal Marines Children's Fund  
Formed from The RN & RM Children's Trust and The RN & RM Children's

Home is the premier charity for providing charitable help to children of serving and ex-serving personnel of the Royal Navy, Royal Marines, The Queen Alexandra Royal Naval Nursing Service, the former Women's Royal Naval Service and the reserves of these forces.

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**The Royal Navy & Royal Marines Children's Fund**  
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● Lt Martin Roberts

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● One of the 801 NAS pilots enters the course plots for a mission with the Sukhoi Su-22s

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**HOW TO REPLY:** Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

**Please note... you must be over 18 to advertise in this column**

---

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Address: .....

Tel. No.: .....

**NORFOLK DUMPLING**, 40's. Would like to Male penpal GSOH. All letters answered. Age unimportant. **Box Oct 1**

**PAM 33** from Perthshire. Seeks penfriends, GSOH. All letters answered. **Box Oct 2**

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**HAPPY HARD WORKING RC** man, 51. Attractive, GSOH. Enjoys music. WLTm lady for fun/friendship. **Box Oct 4**

**FUNLOVING FEMALE**, 24. Seeks genuine sailor for friendship/relationship. GSOH essential. **Box Oct 5**

**DIVORCED, SLIM**, curly haired blond, attractive, 34, lady. Seeks naval man 30/45 for friendship/relationship. **Box Oct 6**

**ATTRACTIVE FEMALE**, 38. Seeks sailor, marine 35+ GSOH, to keep postie busy. **Box Oct 7**

**SLIM, PRETTY SEXY** woman (26). Seeks caring sailor/marine for funloving relationship. **Box Oct 8**

**LOOKING FOR A postman?** Then write to me, I'll reply! **Box Oct 9**

**C.P.O., 44, TALL**, fit, good looking. Seeks sincere female penpal for fun/friendship, maybe more. **Box Oct 10**

**MARAGRET**, 56. Lively, attractive, petite brunette. WLTm educated exciting gentleman for friendship/relationship. **Box Oct 11**

**ANNE**, 50, ATTRACTIVE sophisticated blonde. WLTm an Officer and gentleman to share my zest for life. **Box Oct 12**

**GENUINE ATTRACTIVE** female female, GSOH. Seeks similar male penpal for friendship. **Box Oct 13**

**VISIT PLYMOUTH OFTEN?** I'm looking for a companion in his 30/40's - for dinner, cinema, walks - lazy, sensual sunday mornings. Could you fit the bill? **Box Oct 14**

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**LOOKING FOR A PENPAL?** Need a letter first. **Box Oct 16**

**CHRISTINE**, 36. Seeks genuine penfriends for correspondence only. **Box Oct 17**

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**Please note:** We can take no responsibility for the nature or source of the replies received.

**You must be over 18 to advertise in this column.**

# Sky high in Poland



● Fly-past by two FA2 Harriers and two Sukhoi Su-22s

**A** NAVAL Air Squadron from RNAS Yeovilton has taken part in Exercise Lone Kestrel over ten days in the north-west of Poland.

Aircrew and ground crew from 801 NAS worked closely with the 40th Tactical Fighter Squadron (TFS) at their Swidwin Airbase.

The 40th TFS of the Polish Air Force fly the Sukhoi Su-22 aircraft, codenamed 'Fitter' in NATO parlance, in the attack and reconnaissance roles.

Six British Sea Harriers were employed in their primary role of air defence, both as offensive and defensive counter-air for the Polish squadron.

The swing role capability of the Sea Harrier was demonstrated during large combined air operations, which included the Mig 29 'Fulcrum' fighters based at Minsk near Warsaw.

One Sea Harrier escorting the Su-22s was able to engage the Mig 29 with AMRAAM before continuing

to simulate an attack on a ground target.

Squadron fighter controller Lt Alex Meyer had the chance to control the Mig 29s from a former Warsaw Pact bunker. The Polish fighter controllers also received training in handling the British Sea Harriers.

The social scene was not forgotten during the exercise. The Naval squadron's football and volleyball teams were put to the test in close-fought games.

The Sea Harriers turned out to be centre of attention at the Polish base's families day where a static Sea Harrier and Su-22 stood shoulder to shoulder.

Highlight of the final missions of the exercise was mixed formation flypasts over the airfield. Lt Nick Arkle and Lt Mark Sparrow completed the display with a low slot and stream-rolling vertical landing.

The exercise proved a huge success, with good relations built on both sides and better understanding about their individual capabilities on the modern battlefield.

Pictures: LA(Phot) 'Brad' Bradbury, 801 Naval Air Squadron

● Last of the Royal Navy pilots walking down the line of aircraft to his jet prior to a mission



● An Air Engineering Mechanic gives the signal to the pilot to start his engine

● Two commanding officers together, Cdr 'Chips' Lawler and M. Tomaszewski of the Polish Air Force give the thumbs up





# Helping Hands



## News in brief

■ **THE COMBINED** Cadet Force of Colston's Collegiate School gathered together over £4,000 for CLIC, Look West, Canine Partners for Independence and Sight Savers by taking a trip from Land's End to John O'Groats using as many forms of transport as possible.

These included RAF aircraft, 40 Regiment RA self-propelled artillery, pony and trap, river cruise, Lord Lieutenant's car, police car, fire engine, horse, tram and whatever else they could get their hands on.

■ **THE COMBAT** system engineers in the Integrated Project Team for Major Warships based at Portsmouth raised a total of £2,300 for the Queen Alexandra Hospital Coronary Unit in the city of Portsmouth by conquering the three highest peaks in Britain: Ben Nevis, Scafell Pike and Snowdon.

■ **THE ROYAL** Navy section of the tri-Service Supreme Headquarters Allied Powers Europe (SHAPE) decided to take on a Row the Thames challenge to aid the British Institute for Brain Injured Children in Somerset and local SHAPE charities.

The Navy press-ganged their Army and RAF colleagues to help row the 160km distance and collect the Euro equivalent of over £1,000.

■ **FIFTEEN** men who made up LMEM Qualifying Course 17 at HMS Sultan set out to transform a Southsea primary school for their community project.

The play area at Cottage Grove school is now decked out with swings, playing blocks and a refurbished play-house. They were then inspired to do even more and took on a sponsored row to collect a cash sum of £341.18 that was gratefully accepted by the nursery to buy much-needed equipment.

■ **RUSSIAN** children from Babryusk in Belarus were hosted by families from south-east Cornwall during a month's visit to the UK.

The children's home area is still affected by the pollution from the Chernobyl accident back in 1986. By a month away in the Cornish air, their life expectancy is extended by two years.

A highlight of their visit was to be VIP guests at Plymouth Navy Days - including a chance to meet their countrymen on board the Russian destroyer Admiral Chabanenko.

■ **SSAFA FORCES** have planned a mega tea-making session with the Golden Jubilee Big Brew Up at the end of September.

Further information from SSAFA on 020 7463 9300.

■ **THE LADY** Hoare Trust is looking for willing volunteers to jump out of an aeroplane to help accrue money for the charity that aids youngsters in the UK who live with juvenile idiopathic arthritis and severe limb disabilities.

Contact 020 7820 9989 or e-mail: info@lhtchildren.org.uk.

■ **A TEAM** of six cyclists from HMS Ocean are pedalling from Portsmouth to Sunderland to gain money for the Felstead Special Needs School in Sunderland.



● HMS Fearless' ship's company raised £4,000 for the Guide Dogs for the Blind Association

# The lion changes to a dog

ASSAULT ship HMS Fearless has ensured that her name will live on - but now the proud lion's name will be carried by a guide dog for the blind.

Rowathons, coin collections, tank deck fairs and more kept the cash rolling in over the warship's final deployment, gathering a total of £4,000 that was presented to Andy Bruce of the Southampton branch of the Guide Dogs for the Blind Association (GDBA).

Andy said: "I am very impressed with all the efforts made by Fearless' ship's company and thank Lt Allan Turner for his fund-raising efforts - we will miss the close liaison formed over the last two years."

One group from the ship, led by CMEM 'Mo' Morris braved the Scottish weather with a West Highland walk that yielded over £400 in sponsorship.

All the money will be put to

good use by the GDBA who have earmarked a puppy from the breeding programme to carry the name 'Fearless'.

The ship's company also gathered together £1,500 for the Turner Syndrome Support Society. LMEM Mark Sinclair's daughter Hannah lives with the little-known chromosomal disorder, and the money will go into sponsoring future drug development and encouraging training.

■ **THE GUIDE** Dogs for the Blind had another boon when the Artificer Apprentices of Figsard Squadron at HMS Raleigh made a total of £2,000 at the Torbay Pedal Car Rally.

The only Service team that takes part in the rally, the artificers entered two pedal cars, and won third place overall.

But as always, the team won the 'Best Turned Out Team' award - their annual success.

## Labours of mud, sweat but no tears

WALKING in one form or another proved the basis for two charity fund-raisers by the Royal Naval Air Stations Culdrose and Yeovilton.

The pleasurable approach was taken by the seven walkers of RNAS Culdrose who retraced the footsteps of the Celtic Saints from Padstow to Fowey.

Charities Officer Rev Stan Kennon said: "We chose a rather wet weekend, but despite this everyone had a good time."

"I think the most memorable moment was crossing a very muddy, freshly-manured field, something which - for some reason - the farmer found very funny. "But of course the best part was being able to raise money for this very worthy cause."

The efforts of the seven have yielded £1,000 for the Cornwall appeal of the Home Farm Trust.

A slightly more laborious approach was taken by sailors from the three Sea Harrier squadrons based at RNAS Yeovilton.

The group decided to pull a Sea Harrier a distance of 4,793 feet along one of the main runways.

Through sponsorship and a donation from BAE, the team raised £594.50 to help build a St Margaret's Somerset Hospice in Yeovil.

The charity provides hospice and nursing care to families throughout Somerset.

## Cancer charity for RN dad

ANDY Hayward set up charity Sail 4 Cancer after his father, Sam 'Horse' Hayward, died of the illness in 1999.

"Our common love of the sea and a series of contacts in the sailing world were the over-riding reasons why I chose sailing as a medium by which to raise funds for cancer research, care and rehabilitation," said Andy.

Andy's father served in the Royal Navy from 1949 to 1952, then completed the RN Commando course and served in the RNSR for a further 10 years, mainly in minesweepers.

The Sail 4 Cancer Tall Ship Challenge offers a day at sea and takes place on Sunday, November 10, to raise funds for the charity. Contact: 020 8670 3080.



## THE NAVAL CLUB

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This unique high quality A3 Memorial Calendar has been specially produced to celebrate the centenary of the Volunteer Reserve in 2003. One month to a page, it contains a selection of historic and treasured photographs spanning the 100 years of Naval Voluntary Service.

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All profits from the sale of the calendar will go to WAVE Heritage Trust, the charity dedicated to preserving the RNVR War Memorial in perpetuity.

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FOR LPT Keith Gawler of HMS Endurance it was a proud moment when he handed over a cheque for £1,930 to the Prostate Cancer Charity.

Keith chose the charity because his father Roland had died two years earlier from the cancer.

The money was raised by a group of five, all of whom ran the equivalent distance of 12 marathons over the ice ship's last deployment.

All the money was raised from within the ship's company, and Keith praised their generosity and assistance in achieving this goal. Picture: LA(Phot) Phil Wareing



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Cartoonist Micah, aka Mike Harris, has been creating our popular comic strip 'Naval Quirks' since 1998. Susannah Birkwood, on work experience with Navy News, finds out how a personnel officer with Southampton City Council came up with the idea.

# Cartoonist chronicles quirkier side of Navy

NAVY News cartoonist Micah works on the waterfront – just – but that is really the beginning and end of his connections to maritime matters.

Micah – alias Mike Harris, who draws Naval Quirks – is a personnel officer with Southampton City Council, working at a depot beside the River Itchen.

"I am certainly not a Naval specialist," said Mike, who admits to a "bookish Naval knowledge".

But despite his lack of Naval connections, he said: "I am very interested in Naval history. I have been for years."

His subject matter is selected at random from the footnotes of Naval history, and he is careful about using accurate sources.

"If I see something that's interesting I will make a note of it," he said.

Mike has been drawing cartoons for some years now, and for a while lived off his savings as a full-time freelance.

Now it is a counterbalance to his day job: "Drawing comic strips is a refreshing change from this – work on wage sheets is not very creative" he laughed.

His interest was sparked origi-



AN IDEAS SESSION

nally by popular magazines such as Reveille, Weekend and Titbits, when there was a large market for cartoons.

Mike's CV includes a cartoon in the Southampton Daily Echo for 12 years, and an anti-smoking comic strip in football club programmes.

The target audience for Quirks is older men – "they'll get more out of it because they'll remember" – but he also hopes younger readers find the strip interesting.

Mike aims to "get the joke across", and to teach people something they did not already know.

Mike dreamt up Quirks many years ago, before he started drawing it, but for a long time he could not "knock it into any shape".

"You just pick it up, have a work

on it and then put it aside again," he said.

The characters themselves have evolved and there are subtle differences between now and when they made their debut in 1998.

There used to be a niece as well as the nephew, but she has quietly disappeared. "I love the little nephew," Mike said, "you can usually get little jokes out of the youngsters".

Quirks reflects the situation in Mike's own life – the way his nephews and nieces regard him when he talks to them. He describes Quirks as his 'revenge'.

The nephew in the strip is not particularly interested in his uncle Cdr A'hoy de Hoy's stories. "He's always doing other things, yawning

– it is sometimes like me chatting with my nephews and nieces!"

Mike appreciates the licence for originality he has when creating strips for a specialist publication such as Navy News.

"With this, it's totally new. I don't think anyone has ever done a joke about a raid into the Skagerrak ..."

He considers himself on safe ground, as he is unlikely to duplicate material and has an almost unlimited range of possibilities for ideas.

His family like the strip, although some of his workmates find the jokes a little arcane because the strip is so specialised.

Cartooning is not Mike's only hobby. He enjoys a number of visual pursuits: studying old Naval charts, reading about pre-Raphaelite paintings, watching football and films.

Mike is hoping to make a big break into the national paper market, having "boldly" sent a strip to the Sunday Express.

The new cartoon is about a prophet in the desert with 'two philosophical little characters'. He appreciates it is difficult to break into the big time with a new strip, but he is determined – "my aim is to get that somewhere".

■ Naval Quirks – page 28



● The figurehead of HMS Marlborough is eased into position before a short journey – thought to be the first time it has been to sea for decades. Geoff Buck, of the HMS Nelson trophy store, said: "This figurehead is from one of the largest sailing ships ever made in the country, a ship that is from Portsmouth and has spent most of its life in Portsmouth, with strong local connections". Marlborough, a 131-gun man o'war built in 1855, became a training ship in 1878 and was renamed Vernon II in 1904. The figurehead, at 40 tonnes one of the largest ever made, was removed before the ship was sold in 1924, and went to HMS Vernon before going to Portsmouth Naval Base in 1995 when Vernon closed. It is now to be a feature on the Gunwharf Quays development – on the old Vernon site.

Picture: The News, Portsmouth

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## Helpline on hand for all AWOLs

FORCES' charity SSAFA has joined with the St Martin's in the Fields Social Care Unit to run a new programme called 'Reclaim your life'.

Based at St Martin's SCU drop-in centre in London's Trafalgar Square, the scheme offers free, confidential advice for those who have been AWOL for any length of time.

Visitors can speak in confidence to an adviser who acts as a go-between and will speak to the military and the client and lay out the options that will enable them to reclaim their lives.

A row with a family member, sickness, financial problems – in everyday life everyone needs to take time off work for unplanned emergencies.

But for some people in the Armed Forces, this does not always seem an option, and from time to time, instead of talking it over, some people go AWOL – absent without leave.

Young men, and in the Army's experience it tends to be younger males, go AWOL for a number of reasons – many of which could have been prevented by talking to a senior officer, a counsellor or a chaplain.

The reality is that AWOL is a difficult way of life.

No regular job because you can't use your National Insurance number, no permanent homes, no health or benefits access, avoiding contact with friends and family, and in constant fear of being picked up by the police or military police.

'Reclaim your lives' offers an alternative. For more information, call 020 7930 4137.

## Exeter on the box

A BBC documentary about the life and times of Winston Churchill will feature Portsmouth destroyer HMS Exeter.

Former MP Mo Mowlam fronts the programme, and she has been filming on board the warship.

The Type 42 was chosen because of Churchill's links with the wartime HMS Exeter. He was First Lord of the Admiralty when the ship took part in the Battle of the River Plate in 1939, and he paraded the crew through the streets of London for a banquet at the Guildhall.



● HMS Liverpool fires the second Sea Dart of a salvo of two

## Crash bang wallop – what a picture!

TYPE 42 destroyer HMS Liverpool fires what is believed to be the first salvo Sea Dart firing for over a decade – and only the second salvo ever!

The high seas firing took place against a sea-skimming target 250 miles south-west of the Scilly Isles. The firing demonstrates an improvement in the capability of the GW30 System.

## Top Guns



TWO ROYAL Navy pilots took on the best at an international air tattoo – and came away with top billing for their display. Lt Cdr Rob Schwab and Lt Will Hynett of 899 Naval Air Squadron flew two FA2 Sea Harriers at the Royal International Air Tattoo at Fairford.

Not only did the pair win the Steedman Display Sword for best UK participants, but were also voted the show's Top Guns by the influential enthusiast group, the Friends of RIAT.

# Long life for Drafty

DESPITE rumours to the contrary, the Waterfront Manning Organisation (WMO) is not, and will not be, replacing Drafty.

Each organisation fulfils a separate, but closely inter-linked, role in the drafting of individuals – and will continue to do so.

Established in Devonport and Portsmouth in October last year and Faslane this April, the three WMOs are now firmly embedded within the Fleet Waterfront Organisation.

Whilst their main task will be to facilitate the movement of personnel employed under the Topmast Squad System (TMSS) within the three bases' Waterfronts, Drafty will still maintain a very important role.

It will be CND who will draft you to your squad in the first instance, after which the WMO, along with the Executive Warrant Officer (a newly created billet on each ship), will manage all your moves whilst you remain in the squad.

The WMO will also need to liaise closely with CND to make sure that all units have the correct

number of personnel needed to meet their required tasks.

Topmast Squads will incorporate all platform-based Warfare Branch ABs from October this year, and all ABs from next April (including FAA and some RM).

The Devonport and Portsmouth WMOs are co-located with CND's Regional Drafting Career Advisers (RDCA). The RDCAs will continue to work for CND offering confidential Rating Career Management and drafting advice, rather than actually drafting individuals, as this could potentially compromise their impartiality.

Liaison between units, the WMO and CND will be vital, as all will play a key role in the management of a rating's career.

The unit will manage the extra ABs incorporated in its squad through DEPCOs and the EWO for the purpose of leave, AT, all activities when the platform is alongside and liaising with the WMO for ADQUAL and career course bookings.

The WMO will match non-deployed personnel from platform squads with the waterfront manpower requirement priorities taking account of individual 'separated service' constraints wherever possible.

Throughout all this, Drafty will maintain the 'big picture' – moving personnel into the squads and taking responsibility for their careers when selected for promotion to the next higher rate (Leading Rate).

## Formal commission for MVS

THE PLYMOUTH unit of the Maritime Volunteer Service (MVS) has been formally commissioned at a ceremony in HMS Drake.

Cdr Ric Cheadle, the outgoing Naval Base Commander, attended the ceremony and cut the traditional commissioning cake.

The MVS was set up to preserve the expertise of the Royal Navy Auxiliary Service, which was disbanded in 1994. It is a force of uniformed volunteers who have been afforded charitable status and its purpose is to maintain and foster maritime skills.

Volunteers are trained in seamanship, navigation and engineering, and can gain recognised qualifications.

The MVS is able to assist in maritime emergencies, along with routine surveillance.

Anyone interested in joining or any sponsors able to donate maritime equipment, contact Robert Goodall on 01752 777888.

Drafty will continue to look after LOMs, POs, CPOs, CCPOs and WOs in the normal way.

In conclusion, Drafty's role will not disappear with the introduction of the WMO.

The creation of a new, more 'hands on' organisation will merely add yet another dimension to existing manpower management mechanisms.

■ Drafty: page 19

## Echo comes eye to eye with Echo

ITS NOT often when two ships with the same name chance upon each other on the high seas.

But the former HMS Echo, a 160-ton Inshore Survey vessel commissioned in 1958, met her modern namesake in the English Channel.

The Marine Society bought the older Echo in 1985 and refitted her to act as a training ship.

In her new incarnation at TS Earl of Romney she has steamed some 140,000 miles and offered over 9,000 young people their first taste of life at sea in the waters off the south coast and Thames estuary.

The new HMS Echo is the Fleet's most modern warship, that entered Naval service only a couple of weeks before the chance meeting.

A 3,470-ton multi-role hydrographic and oceanographic survey

ship, Echo has support capability for mine countermeasures and amphibious operations.

The meeting provided an opportunity for the two ships to exchange greetings and steam in company – much to the delight of the embarked Sea Cadets in the older ship.

■ THE MARINE Society has negotiated an agreement with the Open University Business School to make it easier for seafarers to study for a Masters in Business Administration entirely by distance learning.

The problems centre around the use of the Internet, which has practical difficulties of access for anyone spending any time at sea.

But the OUBS, after discussions with the Marine Society, has agreed certain arrangements that deal with the issue of Internet access and has set in place measures to suit seafarers' lifestyles.



● The former Echo meets her modern counterpart

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● Showgoers throng the jetty alongside HMS Portland



● 1st Watchet Sea Scouts launch the Navy News Balloon Race from HMS Bristol following ticket sales at Plymouth Navy Days

# What a sight!

**P**LYMOUTH Navy Days proved a spectacular success, drawing crowds of 50,000 from across the country to the Navy's premier showcase event this year.

Royal Navy ships and submarines were joined by visitors from Russia, Germany, Poland and France, opening up their doors to an inquisitive public.

Rides on the Royal Marines rigid raider boats proved particularly popular, with long queues lasting throughout the day for a speedy lap along the River Tamar.

The two active submarines HMS Tireless and HMS Trafalgar drew long lines of ticket holders eager to explore inside, as did retired Courageous.

Throughout the three days, displays took place in the air and on the water, culminating in a grand evening tattoo featuring bands, fireworks and Cadets with hornpipe and cutlass displays.

History was not forgotten with the heritage area of the dockyard open to visitors.

Plymouth pictures:  
LA(Phot) Darren MacDonald and  
POA(Phot) Brum Clews

● Military tattoo finale and fireworks



● Crowds queue up to explore in and around RFA Argus

## Overseas festival welcomes Iron Duke



● HMS Iron Duke arrives alongside the Dutch frigate Jacob van Heemskerck while Dutch Marines pass in small craft

EARLY September saw the Wereld Haven Dagen – or as we would say the World Port Festival – in Rotterdam, one of the world's largest ports.

Ships from Ireland, Italy, Poland and Britain, along with their Dutch colleagues, attracted over a third of a million people to the event. Merchant ships knocked shoulders with the world's Navy and Marine Corps craft.

The festival celebrates Dutch trade around the world since the great seafaring nation first discovered sail.

This year's theme was 'Innovation – Then and Now', linked with the anniversary of the creation of the Dutch East India Company.

Attractions included a firework display, music and a light parade along the water.

Pictures: LA(Phot) P. Brookes



● Visitors crowd into Iron Duke's hangar



# Studying the Navy way

EXAM time for nuclear submarine engineer Lt Cdr Phil Parvin was not the conventional rows of desks in a college hall.

With operational commitments taking Phil out to sea after the terrorist attacks of September 11, he took his Open University exams several hundred feet under water, close to the torpedo tubes.

The unusual exam room did not hinder Phil – not only did he sail through his exams to achieve a meritorious pass in his Masters in Business Administration (MBA), but he also beat hundreds of fellow students nationwide to be nominated for the Student of the Year.

The award is run by the Association of MBAs, which picked four finalists. The winner will be announced early next month.

Phil said: "When I finished my Master of Science in 1994 I swore blind I would never study again because I found it a very time-consuming and intensive experience."

"But by 1999 I was looking to fill some spare time and increase my skills. I am a huge fan of life-long learning and continuous professional development."

John Roberts, the Open University lecturer who nominated

him, said: "Phil Parvin has lived his own motto of 'ambition begets ambition' in the best possible way – shaping and making, adapting and improving and always prepared to complete whatever the challenges."

Phil chose to study through the Open University because it offers flexibility and distance learning – crucial for study while working away from home.

■ FIVE high-flying sailors are on the fast-track to success after the Royal Navy signed up to a new BEng course for aspiring engineering officers at the University of Portsmouth.

The sailors are already members of the RN engineering branch (artificers) and are due to enhance their qualifications by electronic/electrical engineering or mechanical/manufacturing engineering degree courses for one or two years, instead of the usual three years.

This is the first time the Royal Navy has sent non-commissioned officers on an engineering degree.

By adding the university study to their existing HND qualification they will be accredited with a degree and, following graduation, the Royal Navy will send them for officer training at Dartmouth.



● HMS Tyne, the first of the next generation River-class fishery protection vessels

# Unique deal for Tyne and her sisters

THE FIRST 21st-century fishery protection ship for the Royal Navy was named HMS Tyne at Vosper Thornycroft's (VT) shipyard at Woolston.

This initial River-class off-shore patrol vessel is due to be handed over to the Navy next month.

The new ship was named by Lady Squire, wife of Air Chief Marshal Sir Peter Squire, Chief of the Air Staff.

The agreement that has brought about this class is believed to be unique in modern times.

"This agreement for the operation of warships is unprecedented in the annals of the Royal Navy and quite possibly worldwide," said Andrew Bunney, Managing Director of VT Shipbuilding.

"It is an initiative developed by the VT Group that is excellent value for money for the Ministry of Defence, and allows the RN to benefit from VT's expertise in shipbuilding and ship support."

VT is funding the £60 million cost of the ships and chartering them to the Navy, initially for a period of five years.

It is thought to be the first time the Navy has operated ships under such an agreement with private industry.

At the end of the five years, the Ministry of Defence has the option to extend the charter, hand the ships back to VT or purchase them outright.

During the five-year span, VT will have full responsibility for supporting the ships to their optimum operational capability.

Three River-class ships will replace the previous five Island-class vessels.

VT is handling the disposal of the Island class, and last month Navy News reported on HMS Shetland's handover to the Bangladesh Navy.

As a patrol ship, Tyne's primary role will be to enforce national and EU fisheries legislation around the British coastline.

The new ships take account of the latest bow technologies, with a 'ram bow' to reduce wake and resistance in the water, thereby improving seakeeping.

The accommodation for the 48 crew is promised to be of a high standard, with single or two-berth modular cabins complete with en-suite facilities.

State-of-the-art machinery control systems work alongside the latest navigation and communication systems.

The two boarding and rescue craft are VT Halmatic Pacific 22 MkII boats, with dedicated single-man operation davits and RIB tracking systems.

Just under 80 metres in length, Tyne is powered by two Ruston 12RK 270 main engines rated at 4,125kW at 1,000 rpm, with a 280kW bow thruster.

HMS Tyne is designed with 21-day endurance and a speed at full load of up to 20 knots. At 15 knots, her range extends to 5,500 nautical miles.

The length of the ship provides for a large working deck, with provision for up to seven industrial containers to house elements such as additional stores, workshops, mine countermeasure support and medical facilities, or a diving recompression container.

Tyne is designed to have the flexibility to conduct a number of operations beyond her fishery role.

This includes environmental protection work around the British

coast and the other duties that fall to the Navy's patrol ships.

VT is hoping that an export version of the River class will provoke interest from outside the Royal Navy for use in a diverse range of operational scenarios linked to the Exclusive Economic Zone (EEZ).

The flexibility in design allows for the possibility of extending the overall length by means of a mid-ship section to accommodate additional crew, facilities or equipment.

"With the endorsement of being used by the Royal Navy," added Andrew Bunney of VT, "the River class is one of the best available for this [the EEZ] role and we already have strong overseas interest."



● Adam Ingram inspects the parade at BRNC

## Ministerial regard

MINISTER for Armed Forces Adam Ingram was guest of honour at the graduation of 148 young officers from Britannia Royal Naval College.

The College's Commanding Officer, Cdre Tony Johnstone-Burt, said: "We are delighted and greatly honoured to welcome the Minister for the Armed Forces."

"The Armed Forces, and the Royal Navy in particular, are held in high esteem by the Government for their efforts on a national and worldwide basis and we are proud to be recognised for all that has been achieved by soldiers, sailors and airmen all over the world."

## Highlands call frigate crew north

FOR Plymouth-based HMS Sutherland, trips to her affiliated county in the very north of Scotland are all too rare.

But the Type 23 frigate's time in dry dock gave the ideal opportunity for 15 of the ship's company, led by their Commanding Officer Cdr Paul Thomas, to head north.

Most of the sailors took the high road, courtesy of a plane flight from RNAS Yeovilton, but four took the long, low road north with the two minibuses, necessary to carry the equipment needed for the community work planned for the region.

The week began with the pupils of Durness Primary School. Sailors and children climbed the hills around Loch Eribol to spruce up the 'Hood' stones, and those that spelled out other ships' names on the nearby hillside. Sutherland's efforts at uncovering and repainting were repaid with an invitation to add their own ship's name to the hilly record.

Later in the week, LOM 'Gita' Guppy had a flashback to pre-Navy life as a

landscape gardener, leading a team laying a foundation stone wall at the Durness Community Centre.

Dornoch was the next destination for the determined team, where they improved access to the West Church Hall in the town.

As a means of keeping the link alive and flourishing, the local radio station ran a Mess Affiliation competition, judged by the ship's CO. At the end of Sutherland's docking period, no longer are her junior rates Messes known by their number of bunks, but as Dornoch, Golspie, Durness and Kinlochbervie.

Other Messes are named after Highland towns, and even the CO's cabin now bears the name Fanagmore, a modest single house set apart from other centres of population.

The final flourish to the trip for the team was working on the grounds of the home of Lord Strathnaver, Dunrobin Castle on the Dornoch Firth. Work centred around the gardens, including the creation of a Jubilee Garden alongside the castle's museum.

● Sutherland's sailors and Durness Primary School children survey their handiwork on the hillside above Loch Eribol

Picture: The Northern Times



## Submarine may hold secrets of 4th Reich in Argentina

PLANS are in the final stages for an expedition to the coast of Argentina to explore the possible final resting-place of a German World War II U-boat.

The wreck in question is believed by the organisers to be that of U-1238 – in their opinion, one of the German submarines that set out at the end of the War to carry Nazi officers to Argentina to found a new Reich.

Most of the boats were destroyed through Allied attacks, but two, U-530 and U-977, arrived safely in Argentina and surrendered to the Argentinian Navy at Mar del Plata in the summer of 1945.

The fate of U-1238 became a mystery last year, when British firm Maiden Media discovered some unpublished material that seemed to indicate she was lying in the waters of San Matias Gulf, off northern Patagonia in Argentina.

Earlier this year, Maiden Media led an expedition to locate the missing boat, and found a wreck lying 90 metres deep on the seabed with the same shape and measurements as the U-1238.

This autumn, the Argentinian Navy are loaning a 50-man research vessel to the UK firm to allow a full exploration of the mysterious wreck.

Legend holds that the U-boats making for Argentina were packed with documents and looted treasures to establish the Reich in its new South American home – and hopes are high of finding Nazi secrets within.

■ THE fate of German submarine U-39 has long been known – the first U-boat to be sunk in World War II – but time has finally brought two of the players together.

On September 14, 1939, U-39 attacked HMS Ark Royal off the Rockall Bank. The escorting destroyers Faulknor, Foxhound and Firedrake counter-attacked.

Foxhound dropped two charges that damaged the battery and main motors. Faulknor used a full-pattern attack, as did Firedrake – that caused the most damage.

U-39 came to the surface, and she was abandoned by her full crew of 43 survivors – and one of those men was Erwin Prügel.

Sixty-three years later Bob Lawrence, the Leading Signaller of HMS Foxhound, met Erwin at his home in Heimerdingen, Germany.



# Deep blue seas, white sand and loads of birds

## WHAT more could a sailor want?

A shore job, with blue seas, virgin white sands, birds, cheap beer and extra money for being there.

The NEFI (not NAAFI) are trying to turn a sailor's head to take another look at a job with Naval Engineering Falkland Islands.

Admittedly the birds are of the black-and-white feathered variety and the sea might be a little chillier than even the waters off Pompey and Guz, but the list of attractions doesn't end there.

The NEFI's other enticements include a cinema showing the latest films at £1 entry-price, a ten-pin bowling alley, a cyber-café with free e-mails and Internet access and a £20 phonecard each week – as well as impressive sports facilities.

A sub-group of Superintendent Fleet Maintenance (Portsmouth), NEFI is based permanently in the Falkland Islands.

The unit of 17 sailors headed by a Warrant Officer provides engineering support to the Falkland Island Patrol Ship and other visiting military vessels.

Working in a truly tri-Service environment, NEFI personnel are based in Mare Harbour with a well-equipped workshop facility.

Currently led by WO(MEA) John Bullock, he is supported by engineering senior rates and junior ratings, warfare junior ratings – including leading hand billets – and a leading writer.

WO Bullock defends the Falklands against a charge of

bleakness: "Like many remote areas they have a beauty and charm all of their own. They are a cross between the Highlands of Scotland, the mountains of Wales and a Cornish moor."

The draft is classed as a sea billet, with the normal sea-going package. Draft length varies from

four months for the juniors, and six for the senior rates.

NEFI needs an ongoing supply of volunteers to maintain the high level of engineering support. Anyone interested should submit a C240 via their Divisional Officer or contact their Regional Drafting Careers Adviser in the naval base.



MINIATURE cars raced at speed around a 40-metre Scalextric track at a children's Grand Prix organised by the Royal Naval Reserve for the north-west of England.

The children of the 500 members of the Division took part in an event that the organiser, Lt Ian Rennell, described as: "fast and furious".

"Some of the kids were extremely fast, and most of their parents were furious", he added. Not a single adult racer beat the top ten junior Schumachers.



● Capt John Harvey and Lt Cdr Mark Leaning try out the bell

## Bell rings out in new Osprey home

DESPITE moving to RNAS Yeovilton in 1999, the long memory of the Lynx community still harks back to Portland and HMS Osprey, so they welcomed with open arms the chance to re-establish that link.

The bell from HMS Osprey came up for disposal, with the plan to sell it at auction to the highest bidder.

But the claim of the Lynx helicopter force at Yeovilton was stronger with two decades of history behind them.

The building that holds the Lynx Mk 8 DSP Full Mission Simulator has now been re-named Osprey Building, and the bell hangs inside as a permanent reminder of the Lynx community's earlier association.

It was decided that Capt John Harvey was the right man to carry out the official naming ceremony as he was the commanding officer of HMS Osprey in 1999 and had long been associated with the military aircraft.

After qualification as an Observer and working on the Lynx IFTU, he took the first Lynx Flight to sea in HMS Birmingham.

After the closure of HMS Osprey, Capt Harvey had retired from the Service but still lived in the Weymouth area.

His naming duties also gave him

a chance for a flight in the new Mk 8 mission simulator, a highly sophisticated piece of training technology.

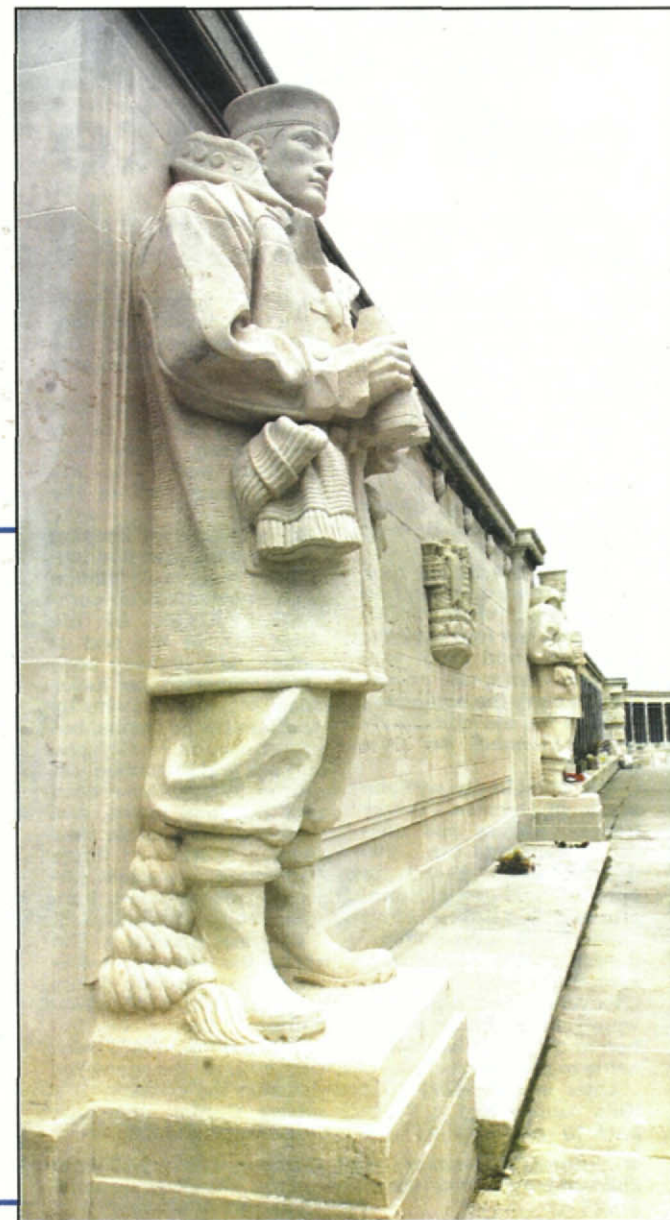
The day's celebrations were sponsored by CAE UK plc, the simulator's manufacturer. Their managing director, Bob Ison, was on hand to present the CAE Trophy for the front-line crew that achieved the most accomplished performance during simulator training to Lt Cdr 'Butch' Bowers of HMS Newcastle's Flight.

## 75 years of Menin marked



A 19-STRONG honour guard from the UK Forces in Supreme Headquarters Allied Powers Europe joined the Belgian military to mark the 75th anniversary of the building of the Menin Gate at Ypres.

Prince Michael of Kent attended the ceremony. The Union Flag was carried by Lt Nick Carter from the UK Support Unit in SHAPE to represent the tri-Service nature of the British Forces stationed in Belgium.



## Stone faces to the sea

IT'S taken a year, but stone statues of men from the Royal Navy and Royal Marines are back watching the shores at the Southsea war memorial.

The four original statues had become battered over time, their features weathered after a long life facing the sea.

The replacements, carved from Portland stone, are exact replicas of the originals, but restored with care and attention to detail by Rob Humphreys of Cambridge's Fairhaven stonemasons at a cost of £70,000. Picture: Portsmouth News

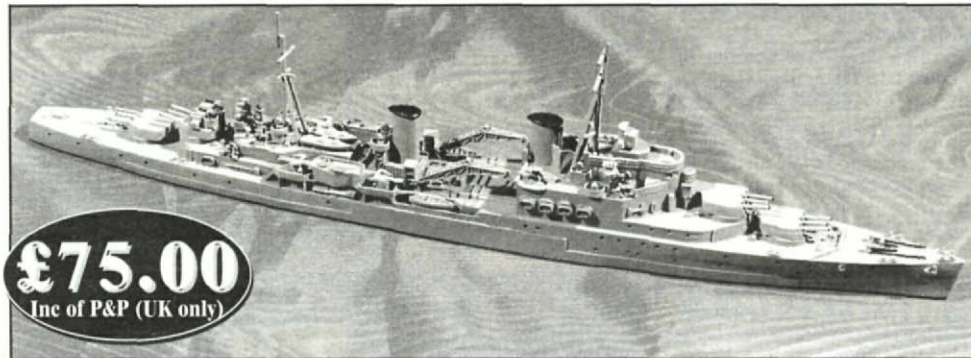
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● US Navy submarine Perch, pictured with her deck boat hangar in October 1950 off North Korea

# Museum gains funeral ensign



● The burial at sea of Mne Peter Jones from the American submarine Perch, following amphibious operations on the east coast of North Korea

**THE FUNERAL** flag of a Royal Marine who died on American-led operations in Korea is to be put on display at a museum.

In August 1950, shortly after the start of the Korean War, the United States Navy requested from the UK a small amphibious raiding force to operate from American ships.

The Admiralty commissioned 41 Independent Commando Royal Marines (41 Indep Cdo) to take on the task, and the new unit, with a strength of just over 200, was formed for service in defence of the principles of the Charter of the United Nations.

In the first war fought under the UN banner, 41 Indep Cdo operated exclusively under the command of the US Navy and US Marine Corps.

In September 1950, around 70 men of 41 Indep Cdo embarked in the American submarine USS Perch for clandestine operations on the east coast of North Korea.

On the night of October 1-2 they went ashore to destroy the coastal railway, part of the main supply route.

During the raid 18-year-old Mne Peter Raymond Jones was killed, and later the same day he was buried at sea from the Perch, with British and American military honours.

The ceremony took place with the ship's company and his fellow Royal Marines paraded on deck, as were the ship's companies of



two destroyers, the USS Maddox and USS Thomas, that were supporting the operations.

Peter's body, draped in the White Ensign, was committed to the sea, and a guard of honour and the two destroyers fired salutes.

After the ceremony the Commanding Officer of the Perch, Lt Cdr Robert D. Quinn USN, had the White Ensign folded, placed in a special container and delivered to Peter's mother in Penarth, South Wales – an American tradition.

The flag remained with Mrs Jones until her death in the 1960s, when it went to her eldest daughter in Dorset.

It spent some time in the office of St Mary's Church in Wallditch, Dorset, until it was rediscovered a few months ago and offered to the Bridport branch of the Royal Naval Association.

The RNA has agreed that the appropriate home for the White Ensign should be at the Royal Marines Museum in Portsmouth.

The presentation will take place on Wednesday October 2 – the 52nd anniversary of the death of Peter Jones – and the Ensign will join the UN flag which was flown by the Perch, and which was presented to the museum in 1985 by the boat's former Commanding Officer.

During the presentation there will be an act of remembrance for all who died during the Korean War and since, and apart from representatives of the British and US military and Peter Jones' family, Perch sailor Charles Nilson plans to travel over for the ceremony from North Carolina.

Other elements of 41 Indep Cdo carried out night raids from American destroyers at the same time as the operations from the Perch.

And with the arrival of atrocious winter weather, the whole unit became part of the First Division, US Marines, operating in the mountains of North Korea.

At the end of the year the Division fought in the notoriously bloody and harsh Chosin Reservoir campaign, during which 41 Indep Cdo sustained more than 50 per cent casualties killed, wounded, captured or suffering cold weather injuries.

In 1951 the Commando returned to its amphibious role with the US Navy, carrying out more raids along the coast, and for its last six months in Korea the British unit occupied and operated from a group of small islands 60 miles behind enemy lines.

For service with the US Navy and Marines Corps, members of 41 Indep Cdo were awarded three Silver Stars – the highest combat decoration a foreigner can be awarded – ten Bronze Stars and a Legion of Merit.

For the Chosin campaign, the Commando was presented with the US Presidential Unit Citation, the first of only two foreign units ever to receive the award – although the British Government refused permission for the Citation Ribbon to be worn.

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Drafty may be all things to all men (and women of course!), but clairvoyant he is not.

## What are the common errors?

■ Not rendering a new form on change of address (and probably preferences as well), on marriage or on the birth of a first or subsequent child.

■ Not telling Drafty that you are no longer a volunteer for Local Foreign Service.

There have been a number of recent instances when units have been asked to recommend ratings for LFS, only for Drafty to be told that they are no longer volunteers.

**HEALTH WARNING** - as a last resort you could be drafted to LFS non-preference if necessary to meet the requirements of the Service.

■ Failure to fill in the form completely.

It's very easy to determine a rating's first preference, i.e. "Shore - Plymouth" and "Baseport - Devonport", but when the rest is blank and first preference is not possible, it's not easy to work out what are the least of all the other evils.

■ Highlighting preferences, the inference being that Drafty's too dim to be able to read a DPF correctly.

■ Pointless comments such as "My girlfriend is a receptionist at the Duke of --- Hotel" - and it was fully supported by the man's DO and HOD!

If this sounds familiar to the avid *Navy News* reader, yes, we said exactly the same a year ago, but it bears repetition as the errors are still there.

To help you further, however, the drafting computer (NMMIS) now produces an automatic output which is returned to the rating each time a drafting preference form is inputted; RMs will continue to receive a copy of the Form C233 back.

Not only does this allow you to check that your preferences have been correctly input, but also serves as a reminder if your circumstances change.

## IS YOUR NEXT-OF-KIN INFORMATION UP-TO-DATE?

Have you recently:

- Got married (or divorced or separated)?
- Changed your Next-of-Kin?
- Changed your Additional Nominee?

Has your Next-of-Kin or Additional Nominee recently:

- Changed their address?
- Changed their telephone number?

If the answer to any of these questions is "Yes" then please render a new Form S537 if you have not already done so.

## MARRIAGE TO ANOTHER SERVICE PERSON OR A CIVIL SERVANT

Do you have a spouse, who was either a Service person or a Civil Servant, who has recently left the Services or the Civil Service?

If so, have you rendered a C141 to change your marital category from C1S, C1C, C5S or C5C to C1?

## ARE YOU PREPARED FOR LEADERSHIP COURSE?

RNTM 60/02 tells you everything you ever wanted to know about undergoing a Leadership Course at the Command Training Department (son of RNSLAM) in HMS Collingwood.

Appendix 1 to Annex B to the RNTM is the four-Part Documentation which must be completed 35 to 14 days before the start of the course.

This timescale includes the requirement to complete the mandatory fitness test.

Only too often candidates are withdrawn from Leadership Course at the last minute because they have taken the test after the 14-day limit and failed it.

The nearer this happens to the start of the course the more difficult it is to find a replacement candidate and there is an ever-increasing danger that the valuable course place will go begging.

Worse still, ratings turn up at the start of the course without their documentation and are immediately sent away; the result - another unnecessarily wasted place.

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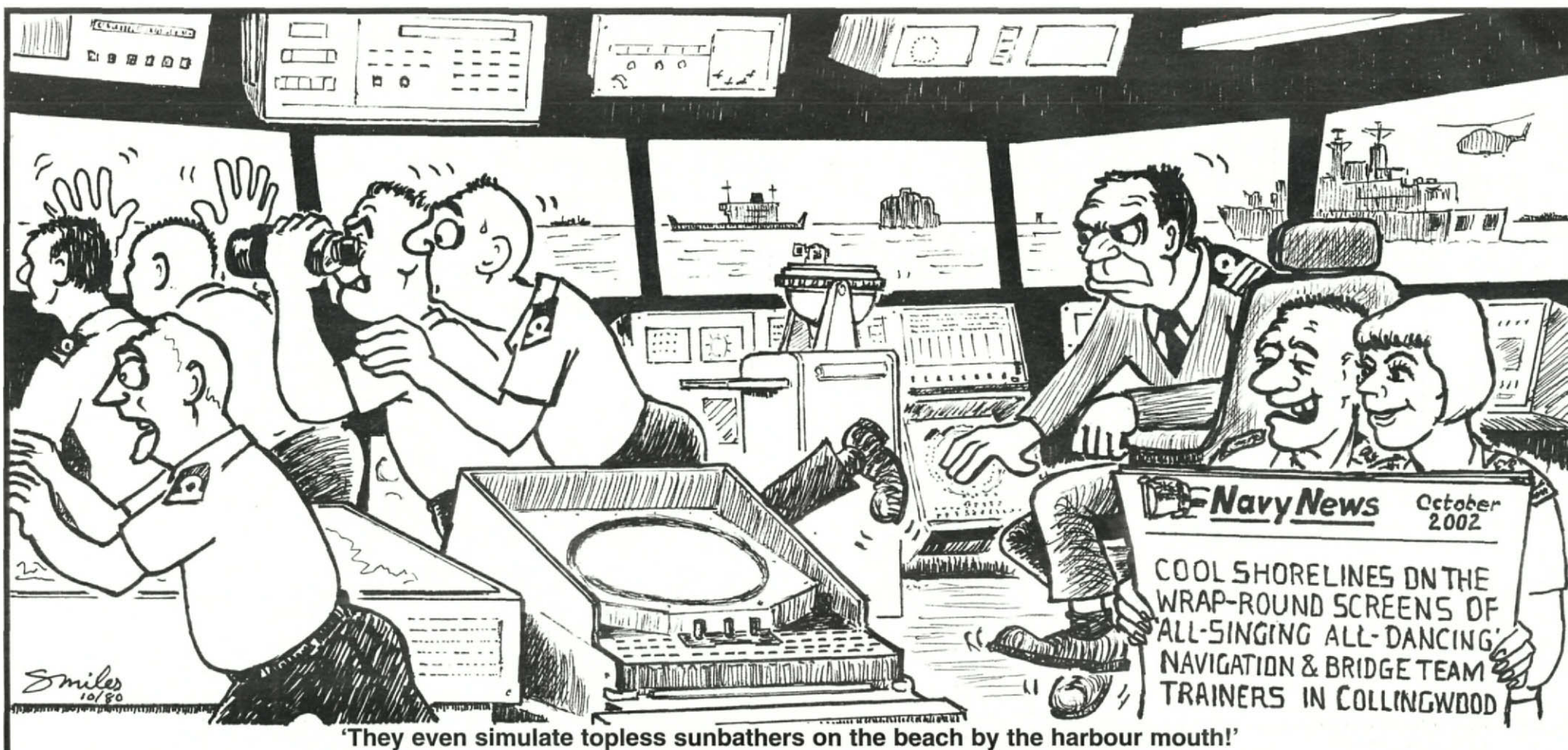
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## NEWSVIEW

It ain't what you say, but the way that you say it

**A**T a time when we are all starting to square up to the terrorist threat posed by the likes of Al Qaeda and the regimes that encourage them under the guise of religion, it is refreshing to note that the Navy's own 'Diversity Action Officer' has no truck with political correctness.

Lt Cdr Shayne Hussain – inevitably and apparently cheerfully content to be dubbed 'Saddam' – delivers a solid slab of common sense when he declares that PC and positive discrimination are his worst enemies.

But he also makes the crucial point that the young people of our ethnic minorities have "no family history of joining".

It is their parents we have to win over – because many of them come from, and in many cases fled from, societies in which military uniform is the badge of oppression.

Lt Cdr Hussain also admits that the drive towards an ethnic recruitment target of five per cent has only achieved half that proportion – and some might suggest that this result is hardly worth the effort put into it.

Well, it is – because in London alone, before very long, and no doubt in many more of our major centres of population, the percentage of the younger people sharing an ethnic background will approach 50 per cent. They will soon no longer constitute a minority.

So even if we don't, just now, recruit very successfully from this area, sooner rather than later we must do.

And the word is getting around – even a 25 per cent improvement on last year, no matter that it is founded on small beginnings, is still worthwhile.

Lt Cdr Hussain's attitude towards the problems he confronts is commendable, too, for being based on acceptance of a whole raft of prejudices many of us share which have nothing to do with race, colour or creed. As he says, not all of us are all that keen on Manchester United...

It lies, he so wisely avers, "in the way behaviour is received, not the way it is said or done."

## Double standards of remembrance

**W**E seem to be collecting a growing number of reports of memorials to the war dead of the past century being desecrated by vandals, and their capacity to shock seems to be a factor of time elapsed, since they mostly escape the attention of the media at large who are naturally more concerned with the here and now.

Last month there was widely – and justifiably – reported outrage at the desecration of the graves of 150 babies at South Bristol Crematorium Cemetery and you might confidently expect the same reaction to any similar attack on the memorials to victims of the assault on the World Trade Centre.

Heroes as well as villains become objects of ridicule as time passes – Saddam Hussein and Osama bin Laden are already the butt of jokes as were Hitler and Stalin two or three generations ago, to take the edge off the horrors they perpetrated.

Did whoever ripped the rifle from the Unknown Soldier at Bagil do so as a species of lark, then, or were there deeper insecurities lurking behind?

And will the memorials to the firemen who gave their lives in the War on Terror be fair game for vandals 50 years from now?

## THIRD OF SPOUSES SAY SHORT SEPARATIONS MORE DISRUPTIVE

**L**ATEST lifestyle survey of Navy civilian spouses has shown that around half are unaware of the allowances available to them.

This is also reflected in the small percentage (five per cent) who thought the information available on allowances was good/very good, while 45 per cent of respondents rated their spouses' pay as good/very good.

Since 1996 the Second Sea Lord has commissioned QinetiQ Centre for Human Sciences (formerly the Defence Evaluation and Research Agency) to conduct the survey, which is regularly updated.

In March this year QinetiQ sent out 2,226 questionnaires to a random sample of RN/RM serving personnel, requesting they be passed on to their spouses for completion. Some 40 per cent responded – slightly down on 2001.

A quarter of them were living in Service Families Accommodation and were generally satisfied with the charges, overall standard, availability, allocation and emergency repairs. It is hoped to improve Notice of Address and a new system will be introduced in December.

The only slight dissatisfaction was that MOD charges for cleaning on moving were felt to be excessive and should be funded by MOD.

**As in previous surveys, respondents living in private accommodation felt they had less support and contact from the RN/RM than those in SFA.**

For the Second Sea Lord, Lt Cdr Alexandra Sard told *Navy News* it was "fully appreciated" that this was the case.

"But the Data Protection Act still precludes the Navy from communicating directly with families of serving personnel and, frankly, many people would find it intrusive to be approached directly," she said.

"It is a well known fact that those in SFA are likely to receive regular support and contact from the RN which emanates from HIVEs, RN Community Centres and the DHE.

"Families of deployed personnel, however, are eligible to participate in the Link Letter Scheme and have the ability to receive a regular update on the activity of their partner's unit by

# Survey claims information not available on allowances

calling the Families Information Link Line.

"There is also a wealth of information – including the RN/RM Families Guide which has been issued to everyone to pass on to his or her family – on the Internet located at the Families site. This is updated regularly and can be visited at [www.rnreference.mod.uk](http://www.rnreference.mod.uk)."

Two thirds of spouses were aware of the e-mail facility available on some ships and 25 per cent of respondents had knowledge of that in RN/RM HIVEs/SAFABS and Community Centres for sending personal messages to spouses onboard ships. Some 86 per cent of respondents had e-mail/Internet facilities at home – but only 6 per cent had visited the Families Section in the RN Website.

Some 14 per cent of respondents had been married before and 14 per cent had a partner who had previously been married. 17 per cent had no children.

One third of spouses had experienced difficulties in organising schooling for their children due to lack of information regarding future Service moves. This is being addressed with the introduction of a new relocation process to ease access to schools of choice.

Many felt that schools lacked

understanding and could be more accommodating to the problems that RN/RM families face.

Three quarters of spouses were in paid employment and around 20 per cent unemployed and not seeking employment. Many (64 per cent) felt that child care would be a problem if they were to work and 74 per cent were remaining at home to look after young children either because of a child care issue or merely because they wished to do so.

**O**ne third of spouses felt that they were unable to pursue a career whilst their husband/wife was in the Service, three quarters wished to work for their own fulfilment and two thirds stated the need to work to enable to contribute to the household expenses.

Respondents were generally satisfied with most aspects of drafts/appointments and over half indicated that they would seize an opportunity for an overseas draft/appointment.

Moving locations was deemed to be stressful, though, and in particular those who had moved while their partner was away had

felt that the RN/RM did not always take personal circumstances into consideration.

**Fewer than 25 per cent of respondents did not enjoy life as a Service spouse while 54 per cent rated the quality of Service life as being good.**

Two thirds of spouses felt able to cope in the absence of a partner but over a quarter had experienced problems during the spouse's absence.

Said Lt Cdr Sard: "It is recognised that major adjustments are needed, not only on the departure of a partner on deployment but also on their return.

"Interestingly, a third of respondents felt that the effect of a short separation was more disruptive than a long one! There was some concern, too, over children being affected by the absence of a serving parent.

"Three quarters of respondents had discussed leaving the Service with their partner – but most of these occasionally and half stated that they had never encouraged their partner to leave. It was felt that personal and general family life might improve on leaving the Service, however.

"Two thirds of the respondents welcomed the Spouses' Survey."





## TAKING THE LEAD

YEOVILTON-BASED 845 Naval Air Squadron have won the Australia Shield for the most operationally-capable squadron of 2001.

It proved a packed year for the Sea King squadron, with duties ranging from the frozen North to desert heat.

Exercise Joint Winter in Norway, then an evacuation exercise from RFA Lossiemouth and RM Arbroath in Scotland saw the squadron's aircraft put through their cold weather paces.

Then Argonaut 01 and Exercise Saif Sareea provided the next focus, with concentration on improving amphibious oper-

ational capability. 845 was the lead squadron for the Air Group of 22 aircraft and 437 personnel from all three Services.

Six of the Squadron's Sea King Mk4s were left in theatre as part of the War on Terror brought about by the September 11 attacks.

The hard work of the dedicated maintainers and aircrew were commended by the Squadron on receipt of the trophy.

● **LEAD SQUADRON:** Flag Officer Maritime Aviation Rear Admiral Lidbetter presents the Australia Shield to 845 Naval Air Squadron CO Lt Cdr Jonathan Pentreath

# End of the line for ASW Sea King squadron

THE CLOSING days of November will see the end of the last anti-submarine Sea King squadron in the Fleet Air Arm.

On November 28, 820 Squadron will re-profile before emerging with the latest anti-submarine warfare (ASW) helicopter as 820 Merlin on January 1.

As the only front-line ASW squadron while Merlin has been put through its paces, the Sea Kings of 820 have been working hard in deployments and exercises ranging from Saif Sareea II to flood relief in Mozambique.

The Fleet Air Arm Museum claims that the Westland Sea King in all its various guises is officially the longest-serving front-line aircraft in the Royal Navy.

Indeed, the ASW version has provided faithful service to 820 Sqn for 30 years, with the first four Sea King HAS1s arriving on December 1, 1972. Over the intervening decades, upgrades to the Mk2 and Mk5 have followed and the last incarnation, the Mk6,

joined 820 Sqn in November 1989.

Plans are in hand to mark the demise of the hard-working front-line ASW Sea Kings with events later this year.

Parties and parades will be open to all who served in 814 or 820 Squadrons, with further information available from Lt Graham Townsend of 820 Sqn, RNAS Culdrose, tel 01326 574121.

## Museum flags stolen (twice)

FLAGS have been stolen from the entrance to the RN Submarine Museum at Gosport for the second time in two weeks.

The White Ensign and Union Flag may now have to be raised and lowered daily to prevent further thefts from the museum, which also serves as a memorial site of remembrance for all the submariners who lost their lives in the past century.

## Westminster points south

TYPE 23 frigate HMS Westminster has left Portsmouth for a three-month patrol of the South Atlantic.

The ship will provide the standing Naval commitment to maintaining British sovereignty of the Falkland Islands, South Georgia and the Sandwich Islands.

En route, while in Rio de Janeiro, her ship's company worked with the charity Task Brazil, repairing perimeter fences and giving a lick of paint to one of its orphanages.



## Gunking and dunking...

WOM Kirby crosses the line in HMS Cumberland – King Neptune having made her pay appropriate homage.

Roving bears and policemen proved to be a tight security force for the King, who oversaw a range of charges against the Type 22 frigate's ship's company, but the punishment was the same for all – gunking with green shaving foam and dunking in the ceremonial pool.

The Cumberland was patrolling in the Indian Ocean in support of Operation Enduring Freedom, forming an integral part in the coalition campaign against international terrorism. While visiting Mombasa, members of the ship's company renovated the Wema Centre Orphanage, distributing gifts of clothes, sports equipment and food parcels and inviting the children on board for jelly and ice cream.



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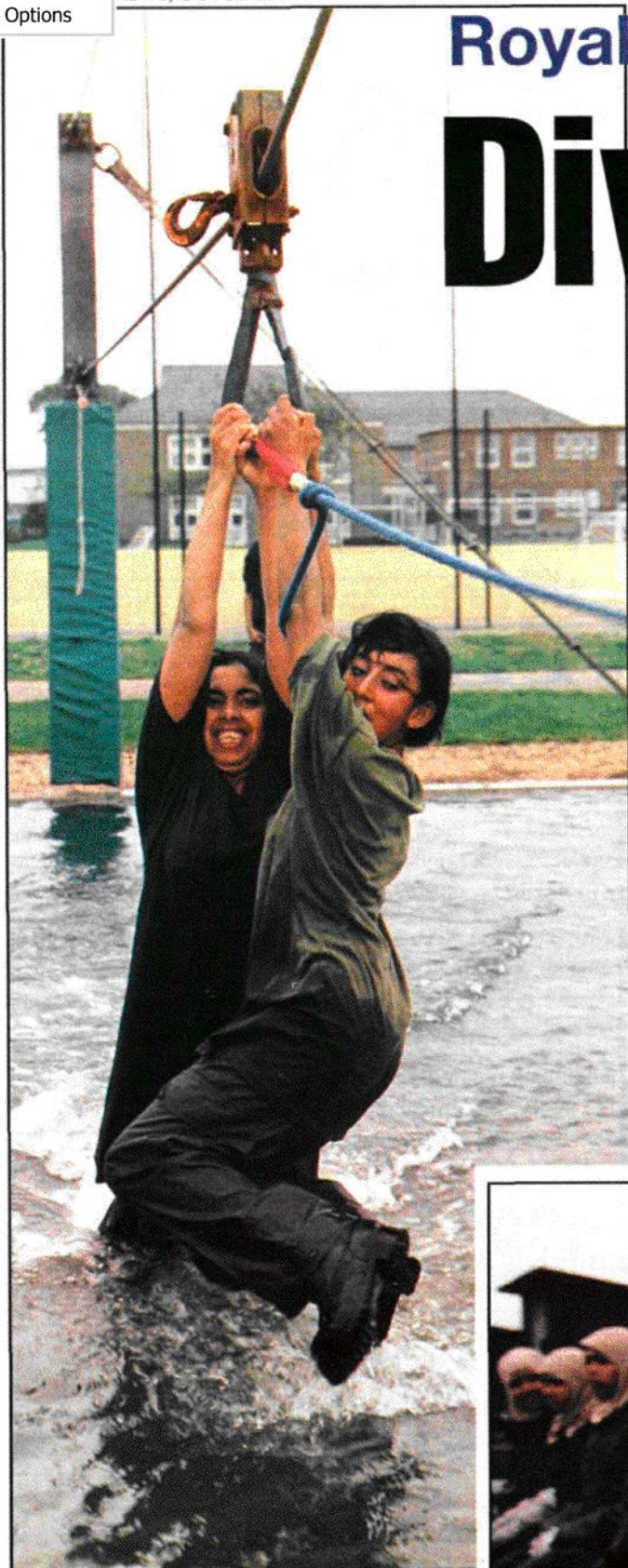
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# Royal Navy 'must compete for, and value, the Diversity is the o



● Participants on a Personal Development Course at Whale Island in Portsmouth do their best to avoid getting wet – for the time being (above)

● At least one candidate for fire-fighting training manages a smile – but colleagues on the Personal Development Course display a number of other emotions at Whale Island (right)



● Director of Naval Recruiting Commodore Julian Williams lines up with the members of a Personal Development Course at HMS Excellent, Whale Island, Portsmouth

**T**HE ROYAL Navy is an organisation which embraces many kinds of engineering – but social engineering is definitely not one of them.

The DNR Diversity Action Officer, Lt Cdr Shayne Hussain, does not mince his words when it comes to misguided initiatives which seek to artificially inflate the percentage of Royal Navy personnel from ethnic minorities.

"Political correctness and positive discrimination are our worst enemy," said Shayne.

"We are trying to implement a common-sense approach in diversity recruitment."

That common-sense approach has a welcome element of hard-headedness about it which may bring about the breakthrough to 'critical mass' long sought by Armed Forces, whereby Service life is regarded as a viable option by all sections of the British population.

"It is all a question of finding the

best person for the job," said Shayne.

"There are fewer youngsters in today's employment market and there is a huge pool of people which we are not tapping into – from the ethnic minorities – who have in the past not considered us as an employer of first choice.

"We need to change that. It's not just about being representative of our society. We need to compete for, and value, the best skills and talent available.

**"Forget for a moment our recruiting targets and the moral case for a diverse workforce – there's a strong business case for what we do."**

"There are people out there who could make good chefs and good pilots – we need to attract and retain them.

"If we were a commercial employer we wouldn't turn our backs on them, but many have no family history of joining the Services and little awareness of the opportunities available to them. That is the area we are tackling."

The solution is that groups from multi-ethnic communities are introduced to serving 'role models' and given a taste of what they could expect if they joined up.

One strand is the programme of PDCs – Personal Development Courses – which cater for up to 800 people each year and are open to

diverse groups of youths from all backgrounds.

"We run on average one of these 'look at life' courses per week, either in Plymouth, in Portsmouth or, recently, in Faslane," said Shayne.

"The composition varies; participants have included Asian Muslim girls from the Midlands, black youngsters from London and white youths from Glasgow.

"From day one we instil teamwork, build self-confidence and self-esteem, and improve communication and social skills. The overall theme is one of fun and raising awareness about Royal Navy & Royal Marines careers. The courses are funded through DNR and only a minimal charge is incurred by the individual.

"We do not take on too many recruits directly, but participants are inspired and as word gets back to their communities more people become interested in the Navy.

"This is positive action, not positive discrimination.

"Our role is to raise awareness of the Royal Navy and the career opportunities it offers, and to change long-held preconceptions (or indeed overcome ignorance) about what the Royal Navy is all about.

"Some people still perceive us as an exclusive, white, male, middle-aged Christian dominated organisation, but things have changed a lot in recent times."

To dispel the misconception, Shayne's specialist teams include

role models who can tell it like it is. They work in close support of the DNR Field Force of Careers Advisors and ACLOs, who themselves undertake a wide range of activities within diverse communities.

**D**NR is always looking for volunteers to join the Diversity Action Teams to help spread the message.

"We have two Diversity Action Teams, based in Birmingham and London, with a national remit," said Shayne.

"We want people within the Navy to know that there are good, rewarding opportunities for young juniors to come and work in the teams."

"We tend to get most team members through personal contacts, but we always need more volunteers."

"They get a good deal of responsibility and all team members 'punch above their weight'. There is also lots of variety and independence and they get their own projects to run."

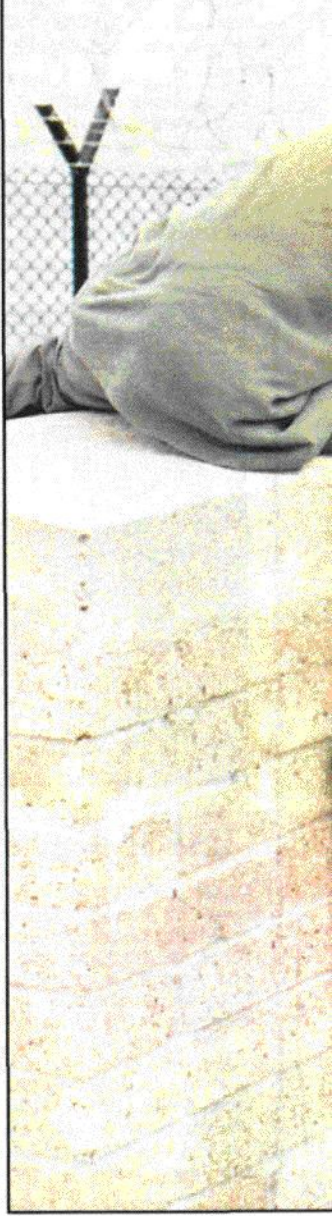
"They could be organising a programme for a group of potential candidates from a particular area and then escorting them on a Naval visit."

"Or they may be responsible for a PDC, where after briefing a group of students, they pick them up by minibus from an inner city school and supervise them for a week under the wing of a Senior Rate, looking after the student's programme and their welfare."

Members of the teams also go to job fairs and employment centres to promote careers, working closely with DNR's Careers Service personnel.

They generally spend a year or so with the unit – as they are often in the age group which needs to get sea time under their belts or attend career courses – but a longer stint is welcomed.

● Teamwork is vital in tackling the wall on the Personal Development Course





# 'The best skills and talent available' Only option

"We have got to sell our message persuasively – and if you do not believe in it yourself, it is difficult to be convincing," said Shayne.

"Our role models will have experienced it; they are able to say in all honesty that the system is fair and they get opportunities to progress like everybody else.

"I wouldn't have any hesitation in putting my hand up if there was any problem concerning me.

"I tell the public that I could confidently go and knock on my boss's door, or the Second Sea Lord's door for that matter, and if my concerns were well founded they would back me up – the system is fair".

"I'm not saying that there aren't people in the RN who have prejudiced or racial views, I'm sure that every large organisation does. But to label the Service as 'institutionally racist' is very wrong.

"There has been a level of ignorance amongst some personnel in the past, but we have done and continue to do an awful lot of work to educate our people on equal opportunity issues.

"Most people have prejudices of some sort, whether it is against ginger hair, Manchester United fans or whatever.

"But it's about respect and controlling your negative thoughts and prejudices.

"Racism, like other forms of harassment and discrimination, lies in the way behaviour is received, not the way it's said or done. It is a two-way thing; you have to say if you are not happy right at the start so that any problem – or simple misunderstanding – can be nipped in the bud.

"I am quick to tell the more sceptical public that Service personnel are amongst the most decent and respectable people in our society."

Although the Diversity Action

Teams take a lead – they are themselves an eclectic mix of races, faiths and beliefs – their message has to have a wider platform if the Navy is to rid itself of unwanted and outdated perceptions.

"It is everyone's business. It's in everyone's interest to get involved," said Shayne.

"Although we are a specific team, the whole DNR Field Force is encouraged to get involved with local communities – it all stems from grass-roots contacts. DNR works closely with the Diversity Policy Officer within DNSC who is responsible for ensuring that the naval culture embraces ethnic diversity.

"We take time to explain about diversity management; how we cater for different cultures, religions and faiths, for example, dietary requirements and dress regulations.

"The Directorate has recently produced a video entitled *People Making A Difference* which is designed to allay any concerns that all parents and other 'gatekeepers', but especially those from ethnic minority families, may have when they hear that their youngsters are contemplating a Naval career.

"It is being sent to every secondary school, college of further education, public library and job centre.

"Recruiting staff now undertake multi-cultural awareness training so there's a greater understanding of the various cultures in the communities in which they work.

"All recruiting staff joining DNR spend a day visiting a mosque, synagogue and Hindu and Sikh temples, as well as a Caribbean centre.

"This gives them some idea of the personal and family values of some-

● Members of a Personal Development Course tackle an obstacle at Whale Island

one with an ethnic background who walks into a careers office in the middle of, say, Birmingham.

"It's a question of recognising they may have a different slant on life than a young white person."

In many ways, this turns one of the basic principles of military life on its head.

"It can be difficult for some to take on board; in the old days everyone used to be the same – same uniform, same haircut, same diet".

"Now we say it's good to value difference and the benefits that diversity brings. Through training and education we are making our people more aware of diversity and equality. Much of it is down to common-sense management and managing change. It does take a strong character to say 'I'm a Muslim and I want to pray five times a day', but the system is there to cater for everyone wherever and whenever practical."

There have been set-backs along

the way – the Royal Marines' involvement in the war on terrorism in Afghanistan earlier this year led to some cancellations of community events on the team's programme.

But Shayne believes the Navy is heading in the right direction and that the results will follow. The strategy is one of leading a horse to water and the horse deciding whether or not to drink.

"We show them what to expect, but they compete on an equal footing with everybody else.

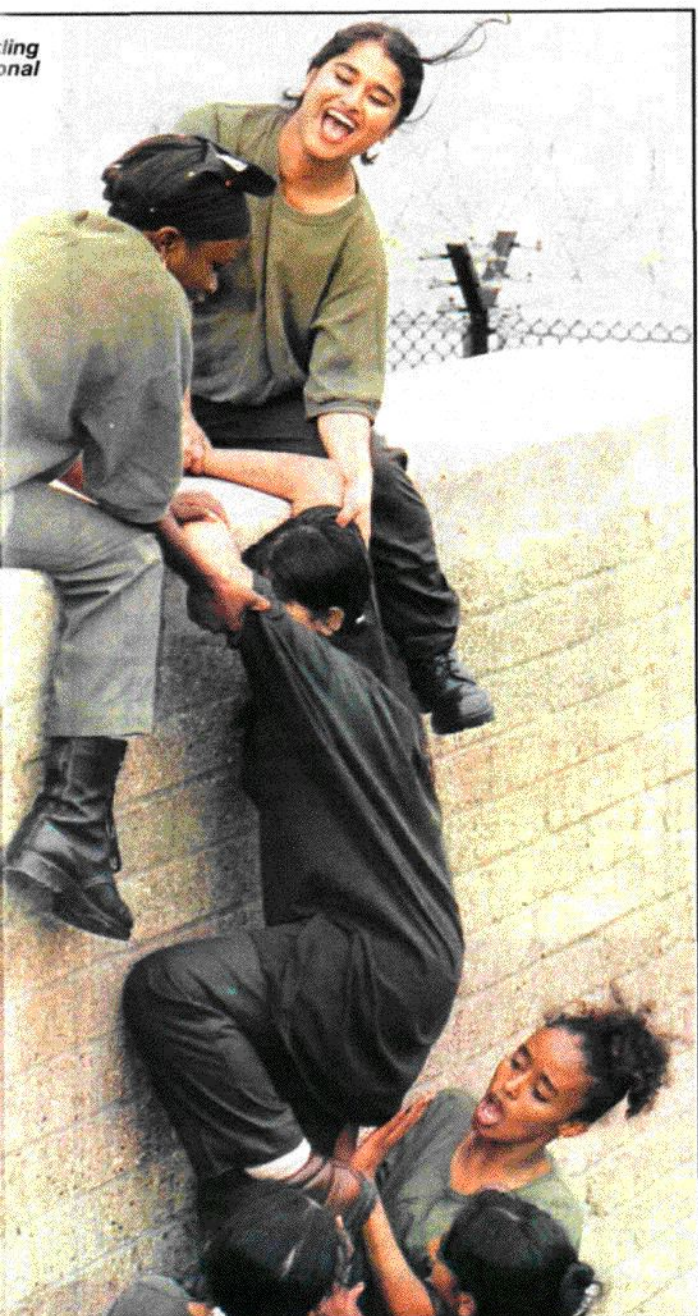
"The same principles apply to every applicant, whatever their background – if they are not good enough, they won't get in. There is no side-door entry for anyone.

"We cannot and will not lower standards. As an employer the Royal Navy needs high quality people to work in an increasingly demanding environment."

■ Newsview – page 20



● Part of the Diversity Action Team pictured during an event in London – from left, WOM Farayi Terera, LPT Pete Maiden, WAEM Tracy Lamb and Cpl Tony Phipps



● Asian students disrobe from their 'Once Only Suits' at the Sea Survival School, Horsea Island, whilst attending a Personal Development Course.  
Pictures: PO(PHOT) Richard Thompson

## Tough targets, good results

THE NAVY'S Diversity Action Team numbers around 16 personnel under the command of the Assistant Director (Operations & Ethnic Minorities) within DNR, Captain Campbell Christie.

Lt Cdr Shayne Hussain, who joined the team in 2000, is to be succeeded by Lt Cdr Eme Onyike early next year.

The Navy, along with the other Armed Forces and major public bodies, has been subjected to close scrutiny in recent years over the composition of the workforce, and the degree of success in attracting members of ethnic minorities.

And although the challenging but entirely appropriate targets have not yet been met, results are better than ever and the Navy has been held up as an example worth following

across both the public and private sectors.

"We are set targets by the Government in partnership with the Commission for Racial Equality (CRE)," said Shayne.

"We should by now have achieved five per cent of our annual new entry from visible minority recruits – about 200 or so people annually.

"In fact, we have achieved about half of that – but that is a 25 per cent improvement on the previous year, so we are on an upward curve and optimistic of further success.

"This year, recruiting of EM personnel has also started very positively and is being aided by the co-ordinated strategic plan which sees the deployment of the *People Making A Difference* video and a major advertising campaign centred, predominant-

ly, in London.

"So, if you're reading this and work within the M25, look out for our posters on buses, bus stops and tube stations.

"The Navy has received many national awards and been widely congratulated on our strategy and progress.

"Our targets are challenging, but we will continue this strategy until we reach that critical mass, when the job should become that much simpler."

For further information about the team's work, or to discuss a draft to the team, contact the Diversity Action Team on Mil: 9380 27753, BT: 020 7937 3749, fax 020 7937 7246, email [emil.london@dnr.mod.uk](mailto:emil.london@dnr.mod.uk), or write to 1a Ivorna Gardens, Kensington, London W8 6TN.





## At Your Leisure

# From a view to a kill

AIRSHIPS were commonly used by the RNAS to cover coastwise convoys. Their low speed and long endurance enabled them to watch for submarines over extended periods. Few U-boats were, in fact, spotted but the presence of an airship made their skippers cautious in attack. – from *War at Sea 1914-45* by Bernard Ireland (Cassell £25)

# U-boat classics reissued – still second to none

TWO books that have formed the basis of many other studies of World War I U-boat losses – and remain some of the best – have been reissued.

R. M. Grant's **U-Boats Destroyed** has lately been hailed as a classic. It covers every aspect of the struggle against the submarine menace that came closer than anything else to winning the war for Germany.

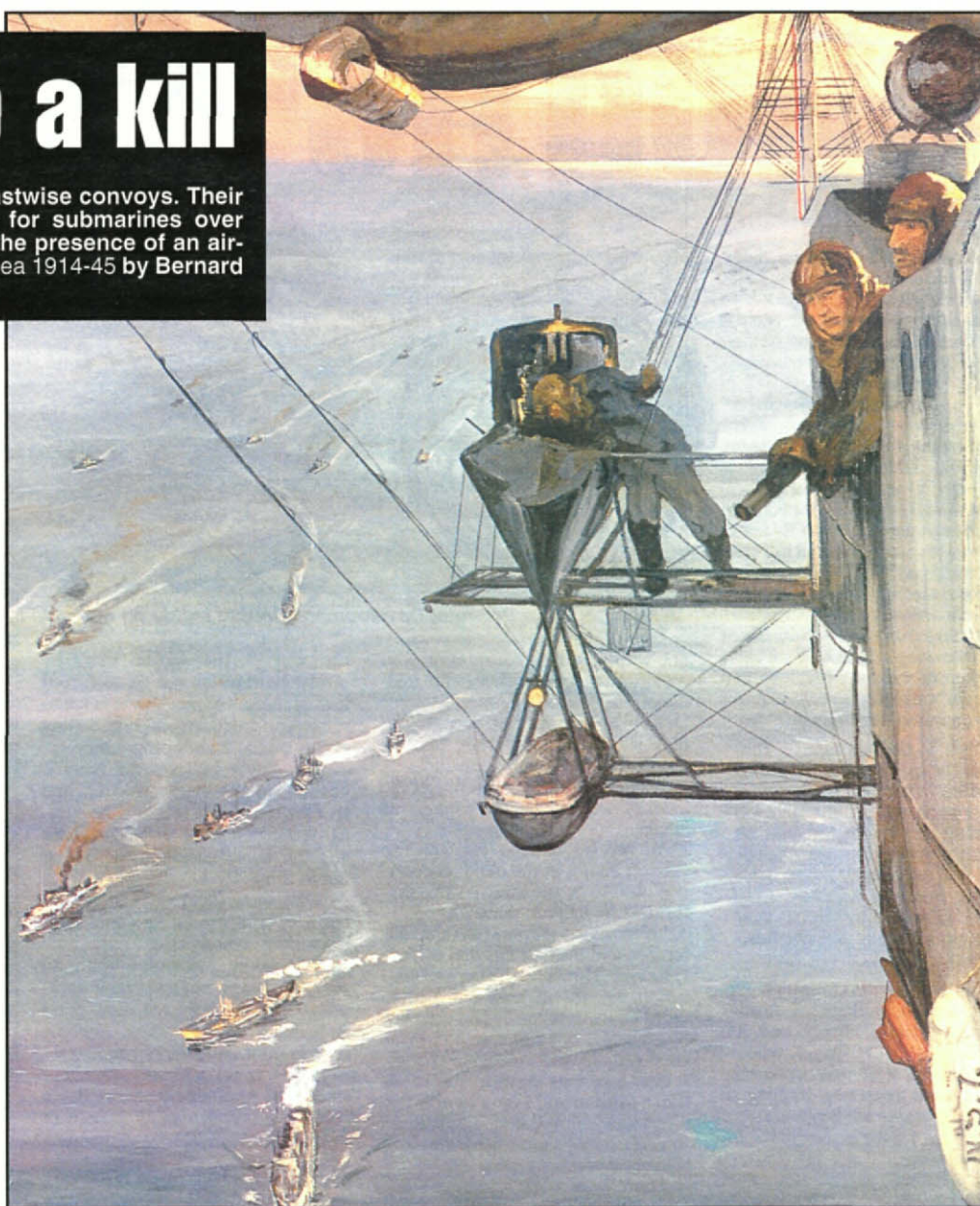
It remains a major reference source for historians and naval enthusiasts.

His follow-up, **U-Boat Intelligence**, shows how the Intelligence Division of the Admiralty played a key role in their eventual defeat.

Intelligence came from many sources, including prisoner interrogations, signals interception and the investigation and salvage

of wrecks. By analysing this information, naval intelligence was able to thwart attempts to land spies in North Africa; deal the U-boat minelaying campaign in British coastal waters a fatal blow; and ensure that the U-boats would not have the opportunity to attack the Grand Fleet.

Produced with the help of the MOD Naval Historical Branch and the Director of Naval History in Washington, now fully indexed with updated tables of U-boat fates, this new edition, like the other, is available from Periscope Publishing at £14.99 (ISBN Nos 1-904381-00-6 and 1-904381-01-4)



# Raider brought to book

IN THE upper reaches of the Rufiji River delta, in what is now Tanzania, lie the rusting remains of the Imperial German cruiser *Konigsberg* and her attending fuelling collier *Somali*, both destroyed by gunfire from RN warships during the early months of World War I.

In mid-1914 the powerful *Konigsberg* had been the centre-piece of a trade fair, but more importantly a demonstration of naval power at Dar es Salaam, capital of German East Africa.

The outbreak of war saw her assume her new role of surface raider. This lasted only a few weeks due to a combination of coal shortages and mechanical defects, which forced her to seek shelter for repair in the muddy backwaters of the Rufiji Delta.

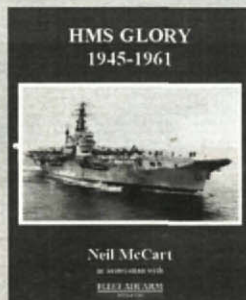
In her most famous foray, she engaged and destroyed the cruiser *HMS Pegasus* at Zanzibar on September 20, 1914. Her captain struck the colours to avoid further bloodshed. It was Admiralty policy that files were closed for 50 years and those relating to *Pegasus* were not released until 1965.

The white flag incident was hidden behind the story of young Royal Marines holding up the White Ensign under a hail of shell-fire and the truth behind the sinking came to light after a thorough search of the files in the Public Record Office and the Zanzibar Archives.

The story is told by Kevin patience in **Konigsberg** (Zanzibar Publications saburi@hotmail.com £16).

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# At Your Leisure



## Not so fast, old chum!

**V**ICTORY races Temeraire for the enemy line, Trafalgar October 21, 1805.

As Nelson's column, headed by Victory, approached the combined Franco-Spanish fleet, Capt Harvey in the faster Temeraire began to overtake the flagship.

After a characteristic rebuke from Nelson, Harvey took his proper place in the column.

Many superb paintings by Geoff Hunt and others are used to illustrate Victory Curator Peter Goodwin's eagerly awaited Nelson's Ships (Conway Maritime Press £35).

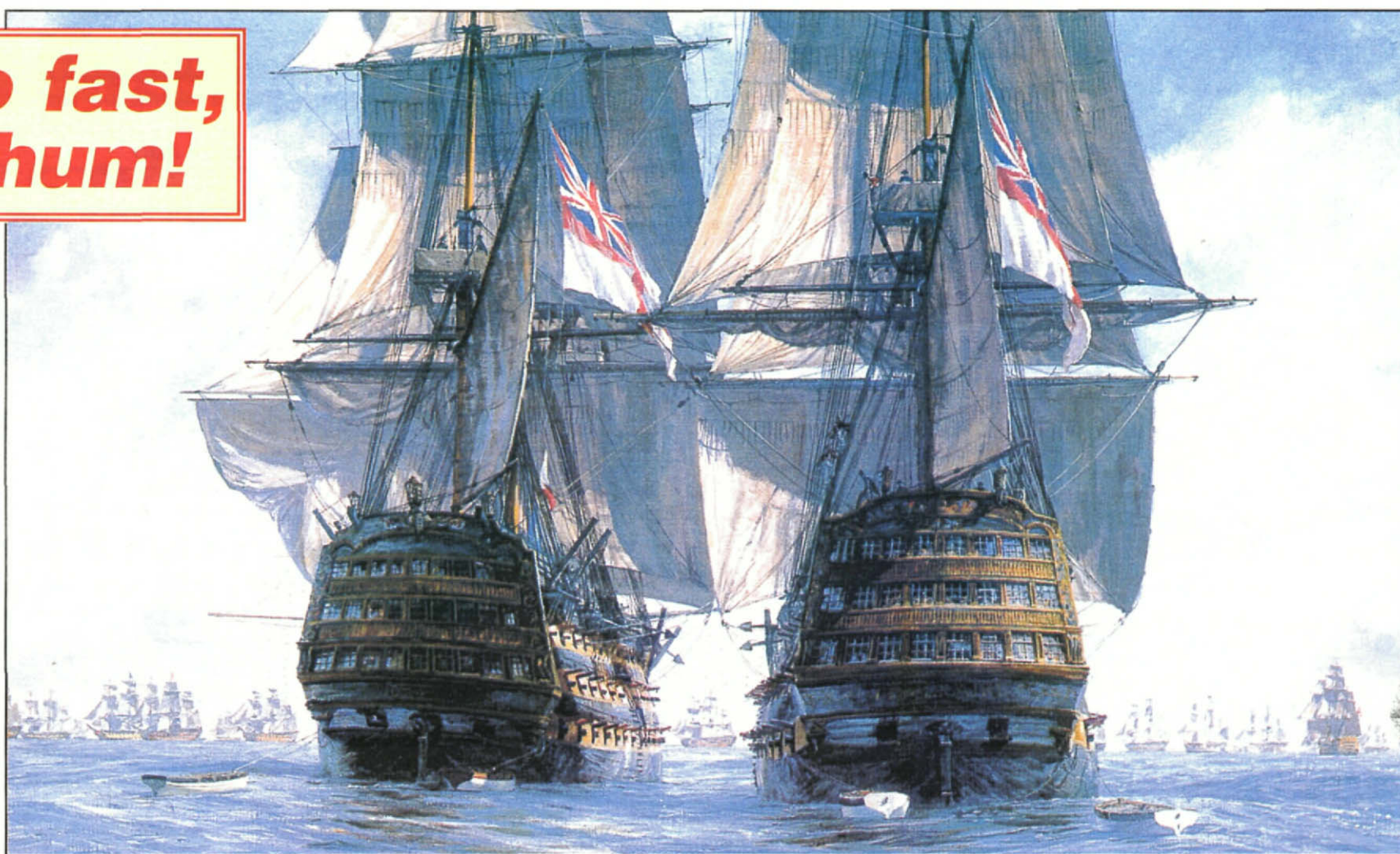
One of the most important contributions to the literature of Nelson's Navy of recent years, it gives histories of all 27 ships in which he served in the period 1771-1805.

All the famous ships-of-the-line are included: Agamemnon, of which he took command in 1793, Captain, which he commanded at Cape St Vincent, Vanguard, flagship at the Nile, and of course Victory.

The book also details the smaller ships he served in, such as Carcass, Badger and Minerva while a final chapter is devoted to the minor ships in which Nelson served only for a very brief period.

Each of the main 27 vessels receives a full chapter, fully documented with career history, specifications and scale plans drawn by the author.

Foudroyant received Nelson's flag at Palermo on June 8, 1799 when commanded by one Thomas Masterman Hardy, later, of course, Nelson's flag captain in Victory at Trafalgar. Foudroyant remained in ser-



vice until 1890, having spent her latter years as a gunnery training ship. She was then sold to Mr Wheatley Cobb, who employed her as a boys training vessel.

While she was sailing on a fund-raising cruise around the coast of Britain, she was wrecked on Blackpool Sands on June 16, 1897.

Cobb then bought the 44-gun frigate Trincomalee which had been built at Bombay in 1817. Renamed Foudroyant after the previous vessel, this training facility remained in service, first at Falmouth, then at Portsmouth, until 1991.

Reverting to her original name Trincomalee, she was moved to Hartlepool where, after an award-winning programme of restoration and preservation, she is now on public display.

In a foreword, Anna Tribe, JP, great-great-granddaughter of Nelson and Lady Hamilton, notes of the various ships' detailed punishment lists:

"While it may seem horrific to us, from these lists we can understand how dangerous it would have been for all onboard if a large part of the crew were drunk, fighting or stealing..."

● **WRECKED:** The second Foudroyant (an earlier 88-gun prize taken in 1758 was broken up in 1787) after foundering on Blackpool Sands in 1897.



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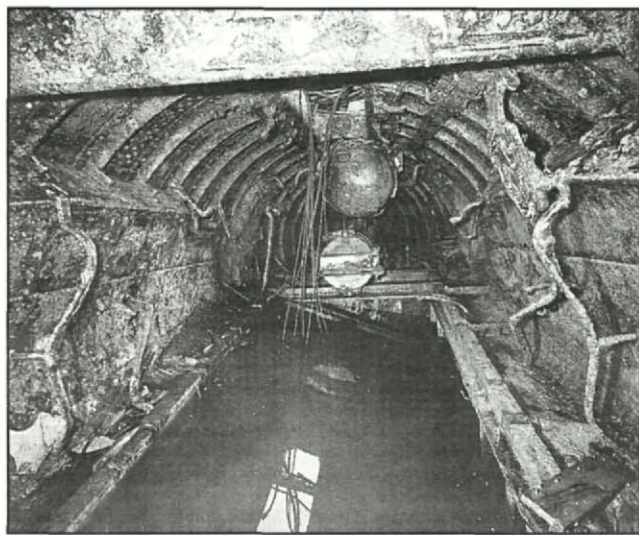
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# NoticeBoard



● Inside the guts of the recovered Holland 1 in 1982

## THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the October headlines of past decades...

### 40 years ago

Submarine HMS Orpheus made a break for freedom while being towed up the Avon for a visit to the city of Bristol in 1962.

Just beneath the Clifton Suspension Bridge, the tow parted between submarine and tug, but she was quickly brought back into line.

Poor Orpheus also had a slight argument with one of the lock gates before finally securing in the very heart of the city – the largest submarine at the time to have visited the south-west city.

### 30 years ago

Ex-Stoker Mike Smith had a bit of a surprise in 1972.

Mike had written to HMS Drake asking for advice when his much-loved original Navy hammock had finally died of old age.

He had left the Service in 1948 and returned to his home on the island of Jersey. Aged 57, he was working as a caretaker at one of the schools on the isle.

But Mike definitely wasn't expecting a replacement to arrive express delivery on the frigate HMS Exmouth.

### 20 years ago

Divers working on the salvage of submarine Holland 1 in 1982 opened up the forward hatch of the 81-year-old boat to discover that many of her fittings were still intact.

Sixty-nine years after her loss off the Eddystone Light, the engine, the batteries, rubber matting, wooden decking, air bottles – and even the porcelain toilet and its wooden loo seat – were all preserved.

The RN Submarine Museum in Gosport now houses the restored Holland 1.

## Appointments

Cdr R.K. Thomas to HMS Portland as CO on 3 Sep 02.

Rear Admiral J.M. Burnell-Nugent to be promoted Vice Admiral and to be Second Sea Lord and Commander-in-Chief Naval Home Command on 28 Jan 03. This appointment carries with it membership of the Defence Council.

Capt D.G. Snelson to be promoted Rear Admiral and to be Commander United Kingdom Maritime Force on 5 Nov 02.

Lt Cdr E.G. Ahlgren to HMS Superb as CO on 7 Oct 02.

Lt Cdr N. Holden to RN Gibraltar as Queen's Harbour Master on 7 Jan 03.

Cdre S.R.J. Goodall to be promoted Rear Admiral and to be Director General Training and Education in Oct 02.

Capt M.P. Mansergh to HMS Cumberland as CO on 18 Dec 02.

Surg Rear Admiral I.L. Jenkins to be promoted Surgeon Vice Admiral and to be Surgeon General in Oct 02.

Surg Cdre R.D. Curr to be promoted Surgeon Rear Admiral and to be Medical Director General (Naval) on 8 Oct 02.

Cdre N.H.L. Harris to be promoted Rear Admiral and to be Flag Officer Scotland, Northern England and Northern Ireland/Naval Base Commander Clyde on 13 May 03.

Capt M. Bowen QARNNS as Director Naval Nursing Service and appointed Queen's Honorary Nursing Sister on 27 Jun 02.

Capt S.C. Jermy to be promoted Commodore and as Commodore Fleet Aviation as Head of Fighting Arm on 10 Sep 02.

Lt Col T.J. Bevis to 45 Commando RM as CO on 15 Oct 02.

Cdr C.J.M. Gilmour to HMS Tyne as CO on 2 Aug 02.

Lt Cdr S.M. Allen to HMS Quorn as CO on 26 Jan 03.

Lt Cdr R.M.H. Dane to 820 Merlin (RNAS Culdrose) as CO on 7 Jan 03.

Lt Cdr A.A. Jordan to HMS Ramsey as CO on 3 Sep 02.

Lt Cdr A.D. Long to HMS Blyth as CO on 7 Jan 03.

Lt D.J. Boswell to HMS Express as CO on 3 Dec 02.

Lt M.T.J. Jarrett to HMS Ranger as CO on 26 Jul 02 then HMS Trumpeter as CO on 16 Aug 02 to 5 Sep 02.

## Sports lottery

3 Aug 02: £5,000 – LCpl R. Goodwill, 45 Cdo RM; £1,500 – S/Lt S. Boon, BRNC; £500 – PORS I. Coldwell, Leeds Castle.

10 Aug 02: £5,000 – Lt Cdr D. Williams, Drake; £1,500 – Lt Cdr D. Muirhead, Lindsfarne; £500 – OM(SSM) A. Gell, Spartan.

17 Aug 02: £5,000 – MEM A. Barker, Westminster; £1,500 – WO2 G. Arnold, Cdo Log Reg; £500 – WOMEM D. Harris, Neptune.

24 Aug 02: £5,000 – MEM C. Chidwick, Newcastle; £1,500 – CPOMEA M. Askey, Nelson; £500 – OM(C) M. Branson, St Vincent.

31 Aug 02: £5,000 – CSgt G. Forshaw, Temeraire; £1,500 – PO R. Holmes, Heron; £500 – MEA APP M. Jack, Sultan.

For more information on the RN & RM Sports Lottery, call 023 9272 3806.

## Swap drafts

POWSTD Key. Contact: 9375 65251. Draft: Raleigh Part 1, Nov 02. Will swap for anything in Devonport area or consider any other post in Raleigh.

LOM(C) Howarth. Contact and draft: HMS Manchester. Will swap for: any Plymouth-based ship, deploying or not.

MA P. David. Contact: 0786 656 9944, CDO Log Regt 93779 ext 7157. Draft: HMS Neptune, Nov 02. Will swap for: any Plymouth or Portsmouth shore draft.

PO(Wren) Connell-Malcolm. Contact: Sultan 2471. Draft: HMS Drake – female essential billet, Nov 02. Will consider: any draft not in Plymouth area.

SA Culverwell. Contact and draft: Stores Office, HMS Ocean. Will swap for: any Portsmouth ship, deploying or not.

Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service – sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on Form C240 to NDD, Centurion Building.

## Deaths

OM(AW)1 Stephen Thomas. HMS Manchester. August.

Lt I.R. Millington. Last full-time post as Family Services Officer in HMS Nelson. After long-term illness. August 9.

SEA2 Stephen John Houlston. HMS Manchester. August 19.

Vice Admiral Sir Peter Ashmore MVO, CB, KCB and KCVO. Son of WWI submarine pioneer, Vice Admiral Sir Leslie Ashmore DSO and brother of Admiral of the Fleet Sir Edward Ashmore. Awarded DSC in WWII as junior officer in destroyer Kipling in rescue of survivors from Kelly and Kashmir, and mentioned in dispatches for part in sinking Italian

submarine. Kipling involved in second Battle of Sirte against battleship Littorio and her group. Ashmore was one of 630 survivors brought back in mid-1942 after the mass dive-bomber attack on Kipling, Jackal and Lively. Post WWII, became Wing Commander, equerry to King George VI. Then commanded Urchin at Dartmouth and other posts, before move to Director of Plans when proposed carrier, CVA01, was cancelled against his wishes as strong supporter of the scheme. Promotion to Rear Admiral brought several senior posts, including a period as Chief of the Allied Staff in Malta during the early 1970s, a troubled period in the island's history. Turned down promotion to full admiral to become Master of the

Queen's household. Retired in 1986. Aged 81, July 31.

Cdr Ronald Holding. Served in RN for 34 years. Joined as an electrical artificer apprentice, trained at HMS Vernon, commissioned from the ranks. Served in Far East during Korean War, and career highlight was commander of apprentices at HMS Collingwood. After retirement, member of Portsmouth retired naval officers association. Became secretary general to the South-East Hampshire Chamber of Commerce and Industry. Aged 81, August 10.

Lt Cdr Frank Berncastle. Leader of 712th Landing Craft Personnel Flotilla, surveyed the French coast in 1942-43 in preparation for Allied landings. Began career in merchant navy, before joining RNR as hydrographer aged 24. On first survey ship Endeavour surveyed the coast of New Zealand. At start of WWII, won DSC for his navigation skills on minesweeping duties. Novel beach surveying techniques proved their worth in Mediterranean off Salerno and later with the placing of Mulberry and Gooseberry harbours in invasion. Also acted as pathfinders for tanks on D-Day itself where he was awarded a second DSC. Later minesweeping duties in the Far East, followed by post-war command of survey ship Sharpshooter involved in wreck clearance. Left RN in 1957 to become hydrographer to the Port of Bristol Authority. Aged 90, July 26.

Lt Cdr Mike Tritton. WWII pilot awarded three DSCs. At start of war joined service as volunteer reserve naval pilot. Commissioned in 1940, joined 800 Sqn in Ark Royal flying Blackburn Skua. In 1941, he was flying the Fairey Fulmar from Furious, escorting convoys to Malta, where he was then based for six months. Command of 784 Sqn then 1834 Sqn followed, flying the Vought Corsair from Khedive, then Victorious. He was sent to join illustrious in the Indian Ocean, with command of 15 Naval Fighter Wing in 1944 and attacks on Japanese shore installations at Sabang and Sourabaya, and in 1945 on Palembang, Indonesia. Post-war he was a director of brewers Truman Hanbury Buxton. Aged 83, July 15.

Prof Lord Porter of Luddenhams OM (Sir George Porter). Nobel Prize winning scientist who worked on techniques for studying extremely fast chemical reactions. After graduation, joined RNRV in 1941, working on radar. Worked as operator in Western Approaches and Mediterranean. On leaving Navy in 1945, continued post-graduate work at Cambridge at the start of an eminent academic career. Aged 81, August 31.

Ernest Wm Cheesley. Algerines Association, ships include Pyrrhus.

J.C. Burgess. Algerines Association, ships include Wave. July 9.

Edmund Binns. Algerines Association, ships include Cadmus. July.

Ron S. Briddon. Algerines Association, ships include Pickle. July 18.

Lewis Wigley. Algerines Association, ships include Laertes.

Reg Fergusson. PO. HMS Firedrake Association. Served 1939-60s on many ships including Kent and Urchin. Veteran of second Battle of Narvik, Malta, Russian and Atlantic convoys. Aged 80, August 14.

Arthur Evans. Trained on 47 and 48 courses, Worthy Down. Took part in Tungsten attack on Tirpitz with 832 Sqn from Victorious in 1944. Then joined 733 Sqn at China Bay before leaving service in 1946. TAGA. August 4.

Malcolm 'Johnny' Johnson. Joined service at HMS Ganges in 1958. Ships and establishments include: Vanguard, Apollo, Girdleness, Duncansby Head, Ark Royal, Rook refit party, Kepple, Neptune and Cochrane. Aged 61, August 13.

Jim Adams. M(E)/LM(E). HMS Kenya Association. August 13.

David Andrew Hutchison. PO Cook. Ships and establishments include: Ceres, Dryad, Protector, Victory, Leopard, Raleigh, London, Drake, Seahawk, Dido, Bulwark, Nelson and Arethusa. Aged 64, August 20.

Lt Cdr H.A. 'Jack' Sheppard. President of the Nore Command RNPTBA. Ships include Walts Bay. Aged 78.

George Michael Hawley. MEM. Served 1952-64, mostly mine sweepers around British Isles. Present during Suez Canal conflict. Also served in Far East. Ships include: Chaley, Diamond, Centaur and Landaff. Aged 65.

LEA Raymond. AB. Swansea RNSA. WWII service DEMS. Atlantic and Russian convoys, Paratroop regiment, Europe invasions. Aged 80, August 10.

Thomas Charles North. North Russia Club. Served in Bellona 1943-46. August 22.

Ken Richards. Leading Stoker. HMS Cheviot Association, served 1948. August 22.

Neville Goodings. HMS Cheviot Association. August 28.

M.J. 'Len' Harvey. Served 1953-64 in Ganges, Whirlwind, Reward, Camperdown, Diamond, Christmas Island. Aged 64, August 19.

Syd Hicks. CPO(RP). Ships included: Ajax, Cleopatra, Kenya, Truelove, Urda and Brave Borderer. August 8.

Fraser Harvey. Chief Stoker. Served 1937-60, ships included: Pembroke, Warspite, Legion and Pelican. Aged 82, August 11.

Dave McCubbin. FAA. Served in Daedalus, Gannet, Sandering and Theseus, 807 Squadron Korea. August 25.

J. 'Jim' Snell. CPO TI. Submariners Association, Nottingham. Served in submarines: Scorch, Sleuth, Andrew, Astute, Amphion, Alliance, Artful, Taciturn, Trump, Truncheon, Grampus, Narwhal and Otter. Aged 67.

L. 'Les' Wear. Sto.1. Submariners Association, Royal Berkshire. Served in submarines 1932-45: L22, H50, Sturgeon, Sea Horse, Severn, Starfish. Aged 92.

E. 'Massa' Webb. L/Sto. Submariners Association, Cheltenham. Served in submarines 1949-54: Aeneas, Artful, Tally-Ho, Astute, Trump, Sentinel, Token. Aged 73.

G. 'Graham' Bailey. L/Sto. Submariners Association, London. Served in submarines: Alaric, Alcide, Tiptoe, Talent. Aged 67.

James Priestley. REM(A). Served Fleet Air Arm, 1953-60, RNR 1960-65. Ships include Eagle, Illustrious and others. August 26 in Western Australia.

Roy 'Nick' Carter. Aircraft Handlers Association, served in branch 1954-66. March.

Dennis Gordon. AB. Served HMS Rotherham, Capt D11 East Indies Fleet, Japanese surrender and reoccupation of

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Submissions for the next edition of Navy News must be received before: October 14



# At Your Service



## Reunions

### October

**Trafalgar Day Service:** Exeter Flotilla: Association for retired Officers of the Royal Navy, Royal Marines and their Reserves, takes place in Exeter Cathedral at 1130 on October 20.

**848 Malaya Association:** Golden Jubilee event of the present day 'Junglies' and the 1950s originals, takes place at Yeovilton on October 22. Details from Les Smith on 01584 831397.

### November

**Weapons Mechanics Association:** Reunion at the Bear Hotel, Havant, from November 1-3. Contact Dave Crees, 24, Leigh Road, Havant, Hants PO9 2ET, or tel: 023 9247 5100.

**HMS Conqueror** first reunion in London on November 2. All officers and men who ever served in Conqueror who have not already done so should contact Roy Dixon on 01329 287617, email [Roydixon2@aol.com](mailto:Roydixon2@aol.com)

**Sussex University RN Unit:** Reunion at Brighton November 22-24. Details from Unit Coxswain on 01273 678289 or email: [susurnu@sussex.ac.uk](mailto:susurnu@sussex.ac.uk)

### December

**HMS Protector Association:** Christmas dinner and reunion at the Spice Ship Inn, Preston, nr Weymouth, on December 7. More details and booking form from Bill Bartlett on 01202 480767 or email: [bill@bartlett73.freeserve.co.uk](mailto:bill@bartlett73.freeserve.co.uk) or visit the website: [www.hmsprotector.com](http://www.hmsprotector.com)

**HMS Aldenham:** In memory of the loss of Aldenham, the last British destroyer lost in WWII, a reunion is to be held on December 14-15 at the RBL, Bushey Mill Lane, Watford,

and St John's Church, Aldenham. More details from W.H. Jones, 21 Besant House, Raphael Drive, Watford WD24 4GU, tel: 01923 444692.

**Swindon branch, RNA:** Remembrance service at St Mark's Church for the crew of the town's adopted submarine P222, which was depth-charged and lost off Naples 60 years ago, on December 12 1942. Details from Swindon RNA on 01793 522153 or E.H. Brown, 01793 535275.

### February 2003

**HMS Penelope Association:** Reunion from February 14-16 at Blackpool. Open to all who served in the cruiser or frigate. Details of reunion and membership from Mike Bee, 1 Oddfellows Street, Mirfield WF14 9AB or email: [mike.bee@ntlworld.com](mailto:mike.bee@ntlworld.com)

### April

**RN Electrical Artificers 1950, Series 10:** Reunion at Bournemouth in April. Details from Brian Watson on 01752 777042.

**HMS Ceylon (1943-60) Association:** Shipmates from all commissions are welcome to the reunion which takes place at the Chesterfield Hotel, Chesterfield, from April 25-28. Enquiries to Trevor Willerton, 20 Fairwater Close, Rownner, Gosport PO13 0HF, tel: 01329 314166 or email: [willertont@ntlworld.com](mailto:willertont@ntlworld.com)

### August

**HMS Ceres, Wetherby, West Yorkshire 1946/58, Supply and Secretariat Branch:** Reunion at the Crown Hotel, Harrogate, from August 29-31. All personnel who served there are welcome. Contact Richard Knight, 41 Glenfield Avenue, Wetherby, West Yorkshire LS22 6RN, tel: 01937 581404.

### At your Service entries

■ Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth. PO1 3HH or email: [edit@navynews.co.uk](mailto:edit@navynews.co.uk). If you are sending your notice in via email, please include your full address and telephone number.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

■ Please send in Reunions at least three months (preferably four) before the month of the event.

■ There may be a delay before items appear, due to the volume of requests.

■ Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.

■ The Editor reserves the right to edit or refuse publication of submitted notices.

■ Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

## Calling Old Shipmates

**HMS Euryalus 1952-54:** On Coronation Day, June 1953, the ship was dressed overall and berthed in Cape Town. Chuck Egan-Fowler and his oppos, Nobby Clark from Naim and Bob Matthews from Somerset, went ashore in Cape Town to enjoy the party. He wonders where anyone from the ship is today. Contact Chuck at 8 Syringa Close, Peers Hill, Fish Hoek, 7975, South Africa.

**Cleopatra Old Shipmates Association:** Anyone who served in the frigate or cruiser who is interested in joining the association, including wives, should contact CPO W.B. Franklin at the Armed Forces Careers Office, Mount Wise, Devonport PL1 4JH, tel: 01752 501787.

**FAA Artificers:** Seeking the following 'litties': Brian Sinclair, Gobby Gibson, Dixie Dale, Johnny Lee and Gwynn Randall. If you know the whereabouts of them contact Alan Hyde on 01279 415876 or email: [alan\\_hyde@talk21.com](mailto:alan_hyde@talk21.com)

**HMS Collingwood Association** is still looking for new members from the thousands who received their training at this establishment. Reunions twice yearly. Please contact Mike Crowe, 7 Heath Road, Lake, Sandown, Isle of Wight or Ray Ellis on 01895 444750.

**Submariners Association:** If you would like to join the Association, whether you are serving or retired, contact Fred Atkinson, 99 Redbrook Road, Timperley, Altrincham, Cheshire WA15 7ET, tel: (H) 0161 980 8676 (F) 0161 283 9923, email [afterendy@aol.com](mailto:afterendy@aol.com)

**HMS Penelope Association:** Anyone who served in the Penelope is welcome to join the association. Contact the Sec, Mike Bee, 1 Oddfellows St, Mirfield WF14 9AB. Email: [mike.bee@ntlworld.com](mailto:mike.bee@ntlworld.com)

**HMS Cockade,** a destroyer in the 8th Destroyer Flotilla in the Far East: All officers and men of any commission are entitled to join the Association. Reunion each year at the Trecam Hotel, Babbacombe, Torquay, Devon. Twice-yearly newsletter. Contact Brian Hutson, 27 Gollands, Brixham, Devon TQ5 8JY, or tel: 01803 856272.

**George (Shady) Lane** did his training at HMS Ceres, Wetherby, West Yorkshire, in 1953. Daedalus 1954, HMS Kenya 1955 and Flag Officers staff 1956-7. Reunion being organised for 2003 (Ceres). Contact Richard Knight, 41 Glenfield Avenue, Wetherby, West Yorkshire LS22 6RN, or tel: 01937 581404.

**HMS Leander 1968-70:** Seeking members of TAS department during this commission, including Chris (Mac) McDermott, Clive, Harry Hume, Graham (Sid) Croud, Andrew (Tug) Wilson, Alan (Wiggy) Bennett. Contact Roy (Bungy) Edwards on 01304 212224 or Mike North on 01983 812184.

**HMS Crane 1943-62:** Last of the Birds Society are seeking Pat Runciman, ship's postman of the 57-59 commission. Last heard of six years ago in Devon. Would he contact John Cattle on 01822 834398.

**RAF Hornchurch:** Mr F. Woodward was a member of the Naval detachment from Lee-on-Solent, sent to Hornchurch for flying aptitude testing, part of the 'trial' group who volunteered for aircrew in the FAA. This was around 1952. Did anyone complete the course? Contact Mr Woodward, Sheep Cote Green Farm, Smithills, Bolton BL1 7PB.

**HMS Halcyon and Niger 1939-42 and Tracker 1942:** Norman Buck served in these vessels and would like to hear from anyone else who served in them and remembers him. Write to 11 Kingsway, Dovercourt, Essex CO12 3AB, or tel: 01255 241895.

**HMS Bedouin:** It is 60 years since the ship was lost, and several years since the Wakefield reunion. The shipmates list needs updating. Contact Mr L.B. Clowes if you are still around or if you know of anyone who has

'crossed the bar'. Write to 18 Pococks Road, Eastbourne, East Sussex BN21 2RR, or tel: 01323 737297.

**HMS Raleigh:** Spencer (Ceefax) Luford is seeking old pals from Cunningham 49 Class of 1996, especially Paul Proctor and Barry Tiernan. They can contact at 44 Walton Avenue, North Cheam, Sutton, Surrey SM3 9UB, or tel: 020 8287 1368 or mobile: 07766 022535 or email: [srluford@yahoo.co.uk](mailto:srluford@yahoo.co.uk)

**Victory Barracks, Portsmouth 1942:** A.E. Pope was best man at the wedding of Don Tuffin and Kathleen Richardson on November 14, 1942. If anyone knows him or his family could they contact Don on 01483 571937.

**HMS Charysfort 1959-61:** Seeking J.E. 'Taff' Thomas and Dave Chapple or anyone from this commission. Contact R.D. Hughes, 16 The Hawthorns, Acton, Wrexham LL12 7BB or tel: 01978 312377.

**Dennis Le Marquand** seeks **Gerry Conway** and **Dick Barton**, who served in HMS Ceres 1947. Also Eddie Power, Pete Davey, Ginger Devonshire and Jack Stuart, who served in HMS Glasgow 1951-54. Commission. Tel: 023 9261 5384.

**HMS Loch Fada:** Seeking all shipmates who served on her from 1944 to 1967. About 300 identified, but where are the rest of them? Join in the next reunion in Portsmouth. Details from Bob Harris on 023 8039 1848 or email: [bobharris390@tiscali.co.uk](mailto:bobharris390@tiscali.co.uk)

**Ex-Wren Eleanor Harris:** Based at Combined Ops, Westcliff-on-Sea 1944-5. Her home address until demob was 16 St Phillips Avenue, Maidstone. Being sought by W. Hurst. Contact c/o R. May, 60 Warminster Crescent, Sheffield S8 9NU

**HMS Capetown (light cruiser) 1940-41:** Seeking contact with any crew member from the time it was torpedoed near Massawa in the Red Sea on April 8 1941. C.A. Burton was a Marine on board at the time and is writing an essay, and needs to fill in details not available from Navy sources. Contact C.A. Burton, 68 South Road, Drayton, Portsmouth, Hants PO6 1QD, or tel: 023 9237 8484.

**HMS Apollo, Abdiel, Latona, Welshman, Manxman, Ariadne:** Seeking anyone who served in these ships. Your association needs you now - don't leave it until it's too late. Contact Jim Calcraft, 15 Carlyle Avenue, Kidderminster, Worcester, DY10 3QZ, tel: 01562 67822.

**HMS Cossack L03:** Looking for the following crew or their relations: Hack, Haward, Herbert, Gilham, Johnson, Pearce and Wight, survivors of the sinking of Cossack. Contact G. Toomey on 01754 872116.

**HMS Whitesand Bay:** Seeking shipmates Jeff Stead and 'Dick' Barton, who served aboard in 1952-53. Contact Geoff Nightingale, 268 Galley Hill, Hemel Hempstead, Herts HP1 3LD, or tel: 01442 263405. Details of the next reunion from the same source.

**HM S/m Cachalot 1958:** Seeking anyone who served in Cachalot around this time. Contact Nicholas Spencer, 1 The Avenue, Southampton, Hants SO17 1XG.

**HMS Constance R71 & D71 1945-51:** Seeking former shipmates to join the association; much camaraderie still exists amongst crew members of this great ship. Contact Ernie Balderson, 43 Old Place, Sleaford, Lincs NG34 7HR, tel: 01529 413410 or email: [ernest@hmsconstance.fsnet.co.uk](mailto:ernest@hmsconstance.fsnet.co.uk)

**HMS Collingwood:** Seeking anyone with a service number near P/JX383601. S.F. Tiffin joined Naval Barracks, HMS Collingwood, in September 1942. Contact S.F. Tiffin, 2 Falconry Court, 7 Fairfield

## Over to You

**HMS Lightning:** Seeking information about Douglas William Callow, an officer killed in action on this L-class destroyer. Also any pictures of the ship and/or crew. Contact Noel Fisher, 8 Woodhouse Avenue, Karori, Wellington, New Zealand, email: [nwfisher@paradise.net.nz](mailto:nwfisher@paradise.net.nz)

**HMS or HMS?** Gordon R. Whybrow had a friend, Henry Mash, who had five Bentley cars with the registrations HM1, HM2, HM3, HM4 and HM5. He has been told that HM5, which could be read as HMS, was on a Rolls Royce owned by Combrax, Portsmouth. Can anyone throw any light on this? Contact Gordon at 4 Victoria Mews, Penzance TR18 2HJ.

**HMS Lamerton:** 1945 Hunt-class Type II destroyer went with the Wilton and Middleton to Simons Town, South Africa. The 100 crew had a photo taken on the front of the ship - were you there? Tony Martin, whose father served on board, would like to hear from anyone who served in Lamerton at any time. Contact Tony on 01273 493924.

Seeking the full verses to a poem submitted by Brian Spink (ex-HMS Venerable). The first verse reads - *So if the younger generation cry, Oh what happened long ago, Will they have the patriotic principles, That set our hearts aglow.* Contact A.R. James, 6 Fordyce Court, Bridge Road, Worthing, West Sussex BN14 7BU.

**HMS Ingfield:** Seeking information about this destroyer, which was sunk by German war planes in the harbour at Anzio, Italy, in 1944. Any crew members can contact Frank Fisher, (ex US SC#503) 7706 Plumwood Drive, Jacksonville, Florida, 32256, USA.

**HMS Blake:** First Commission 1961-63: Does anyone have a spare copy of the commissioning book that they could send to Andy Clarkson, 27, Long Green, Chigwell, Essex IG7 4JB.

**RNAS HMS Ringtail, Burscough, Lancashire:** Ray Jones is seeking recollections of those who served here during the war. Contact Ray Jones, 18 Peables Close, Garswood, Ashton-in-Makersfield, Wigan, Lancashire WN4 0SP, tel: 01942 749510.

**HM Submarines Severn and Snapper in collision in the Mediterranean on February 24, 1938:** Is there anyone who can tell the story to Shirley Goodhue? Contact Shirley at 28 Grainey Field, Hartlip, Sittingbourne, Kent ME9 7SR, or tel: 01795 843317.

**HMT Trevo Terceiro, June 1942:** Seeking information regarding an accident on board involving towing wires and a First Lieutenant, whose name was possibly Raggett. If anyone knows what happened to him could they contact Mr F.N. Jenkins, 40 Heol Carnau, Caerau, Ely, Cardiff CF5 5NE, or tel: 029 2031 2364.

**HMS Forester:** Morley in Yorkshire adopted Forester in Warship Week, 1942. The people of Morley sent parcels of woollen

goods to their ship whilst they were on Atlantic and Russian Convoy duties. Does anyone remember the 'adoption'? Contact Buck Taylor, 2 Regent Court, St Edmunds Road, Shirley, Southampton SO16 4RG.

**HMT St Kenan:** George Harrison would like to hear from anyone who served with him on board during WWII. Photos would also be appreciated. Contact Mrs June Atkinson, Flat 13, Watersedge, 631 Beverley High Road, Hull HU6 7JJ.

**David John Menzies:** Radiographer RN (Ret), formerly of Chudleigh, Devon, or anyone who knows of his address, please contact his cousin, Alistair Russell, 30 Mount Vernon Avenue, Coatbridge, Scotland ML5 1NW, tel: 01236 428646.

**HMS Devonshire:** Approximately 130 slide photographs taken during her commission to Far East and Baltic Visit 1965-66. Free, with preference given to ex-Ship's Company. Contact K. Murray on 01472 694624.

**Eric W Thornton,** believed to have been born around 1930-32 and served as a rating from 1949. Lived in the Midlands, possibly Birmingham, and was a member of Bloxwich RN Club. He died in 1977. Seeking information, particularly where he is buried, and confirmation of his time in the service. Contact his daughter, Mrs Josephine Jones, 5 Pargeter Court, Walsall WS2 8UJ.

**HMS Gorleston Y92:** Seeking information about this vessel, on loan from America in WWII. Her USN name was Itasca. Harry Nettleton served in her in the Mediterranean. Contact his son-in-law, Eddie Lawson, 33 The Crescent, Otley, West Yorkshire LS21 2AP, or email [EddieLawson@aol.com](mailto:EddieLawson@aol.com)

**Silver Bosun's call and chain:** Having joined HMS Ganges on August 12 1968, John 'Jed' Stone was awarded a bosun's call with his name engraved on it. Shortly afterwards it was stolen. He would dearly love to get it back. If anyone has come across it could they contact John on 01482 880335 or email: [Jonsamd@aol.com](mailto:Jonsamd@aol.com)

**Arthur Charles William Martin:** Entered the Royal Navy in December 1939 and was killed on active service in 1944 aboard BYMS 2252. Records state that he was mentioned in despatches in the *London Gazette* on January 1 1942. Does anyone know what Arthur had done? Contact John Hepburn (nephew) on 01923 672973 or email: [john@wd259py.fsnet.co.uk](mailto:john@wd259py.fsnet.co.uk)



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Navy News is available free of charge on tape from Portsmouth Area Talking News for those with difficulty reading normal type. For details, contact 023 9269 0851 and leave a message with a contact phone number. No special equipment is required to play the tapes, which are standard 90-minute cassettes.

## The Ex-Forces' on-line club

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Please contact:

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telephone (collect calls welcomed) 020-7259-5436,

E-mail [davidwhite22@btopenworld.com](mailto:davidwhite22@btopenworld.com)

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222 East 71 Street, New York, N.Y. 10021, USA,

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## Royal Naval Association

### Commodore is new man at the top

THE ROYAL Naval Association has a new man at the helm.

Commodore Barry Leighton has been selected as the next General Secretary of the RNA.

Association president Vice Admiral John McAnally informed the National Council at their last meeting on September 7.

Commodore Leighton will succeed Capt Bob McQueen in February 2003.

### Branch mourns

MEMBERS of Waterlooville branch mourned the loss of their president, Surg Rear Admiral Bill Forrest, who died recently.

An active member of the branch for more than 20 years, he was held in such high esteem that Blendworth Church was packed to capacity for his funeral service, attended by the branch standard and bugler.

# Service honours the Channel guardians

● The ceremony at the Dover Patrol monument



THE DOVER Patrol monument at Leathercote Point, St Margaret's Bay, was the setting for an impressive parade and service commemorating those who died during the two World Wars protecting the Channel.

Now in its 81st year, this annual service attracted a big attendance.

Led by 2235 Air Training Corps, the parade included 40 ex-Service men and women displaying 28 standards representing Navy, Army and RAF and the Royal British Legion.

Many people braved the winds to watch the cliff-top service, conducted by the chaplain of the Deal

and Walmer RNA branch, the Rev Bill Nuttall, with music by the Snowdon Collier Band.

The Last Post was sounded by a member of the Royal Marines Band, Portsmouth.

The Dover Patrol was formed in 1915 as German troops invaded Belgium.

Mines and net barrages were laid to stop enemy submarines.

This Anglo-French venture ensured safe passage in the Channel of Allied shipping – but more than 2,000 lost their lives doing so during World War I.

To commemorate their sacrifices, the Dover Patrol monument was unveiled in 1921.

Similar monuments were built on the French coast at Cap Blanc Nez and in New York Harbour in memory of the work of French and American sailors in protecting the Channel during the two world wars.

Representatives of the French and American embassies attended this year's service at the Dover monument, following which wreaths were laid by the Lord Lieutenant of Kent, Mr Allan Willett, Lt Gen Sir Martin Garrod, ex-Service associations and other dignitaries.

Next year's parade will take place on July 27 at 15.30hrs.

### Standard dedicated in style

THE ORGANISING skills of S/M Alan Easterbrook, secretary and PRO of No 2 Area, ensured the dedication of the Isle of Sheppey branch new standard and the laying-up of the old in Minster Abbey went without a hitch.

Led by Whitstable Sea Cadet band, 150 shipmates displaying 41 standards marched to the Abbey for a service conducted by Canon Gilbert Spencer.

At the march-past which followed, the Reviewing Officer was the Lord Lieutenant of Kent, Mr Allan Willett. The Ceremonial Officer was S/M Chris Durban, assisted by S/M Ron Hook.

For founder member S/M Jack Cornwall, branch standard bearer since 1987, it was a memorable occasion. To mark his retirement and his years of loyal service he was honoured with Life Membership. A welcome was extended to his successor S/M Bernie Mayer.

The ceremonies over, shipmates and guests enjoyed 'Up Spirits' and a buffet provided by the ladies.

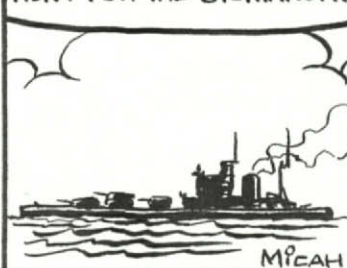
### Gift to cadets

HERTS branch, which maintains a close liaison with the Sea Cadets of TS Dreadnought, had a surprise in store for them when they attended a recent Drill Night.

To help decorate their headquarters, three crests, carved from wood and decorated by S/M John McNaughton, a member of the branch, were presented.

### Naval Quirks

WHEN HMS RODNEY WAS DIVERTED TO JOIN THE HUNT FOR THE BISMARCK...



...SHE HAD CRAMMED ON BOARD 500 WOUNDED BRITISH SOLDIERS EN ROUTE TO CANADA...



...PLUS MANY U.S. NAVAL OFFICERS AND DIPLOMATIC STAFF.



I WONDER IF YOU'D MIND MOVING YOUR HEAD – THE CAPTAIN WOULD RATHER LIKE TO SEE THE BISMARCK SINKING...



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## Branch news

Tall oaks from little acorns grow is proving true for S/M Anthony 'Tug' Wilson, a member of Swindon branch.

Three years ago he planted an acorn in his garden, and without giving it a second thought, a sturdy oak sapling appeared.

The sapling, promising to be a tall oak, was replanted recently at St John's Lock, Lechlade, to serve as a memorial to sailors and mariners lost at sea in defence of the realm.

To ensure its healthy future, a short service conducted by the Rev Stephen Parsons, vicar of Lechlade, was held at the replanting ceremony, attended by members of the branch.

■ The Mariners Church in Gloucester Docks was a fitting venue for the Gloucester branch Sea Sunday service, attended by members and well-supported by the Sea

#### Cadet Unit, TS Gloucester.

Following the service, the Mayoress was presented with a photograph of the wartime cruiser HMS Gloucester by a branch member who survived its sinking in the Kythera Channel off Crete in 1941.

■ All praises to S/M Harry E. Fox of Littlehampton branch on achieving 35 years as a standard bearer.

On leaving the Navy in 1972, he joined the RNA and the Royal British Legion, becoming temporary standard bearer for both.

Realising he could not carry the two standards on Armistice Day parade, he opted for that of the branch and carried it for a further 15 years on Armistice Day, until he was officially elected branch standard bearer.

Well-known and respected throughout No 3 Area, he had to wait until 1993 for the branch to

replace the bright purple standard he once proudly carried with the blue standard of the RNA.

■ S/M Sid Walker of Cheshunt branch was warmly congratulated by fellow shipmates on receiving the Russian Convoy 50th Anniversary Medal.

The presentation was made by the Russian Ambassador in his residence in London, followed by a buffet reception at which vodka was served.

S/M Walker, as a Boy Seaman, served in a 1944 Russian Convoy in HMS Berwick.

■ More than 200 shipmates from branches throughout the north-west of England displaying 22 standards attended the Sea Sunday service and parade organised by the North Manchester branch.

Following the service, conducted by the Rev Bruce Lamb, the salute at the march-past was taken by Cdr David Johnston, after which shipmates and guests enjoyed an excellent buffet provided by the ladies.

On the invitation of the ship's Commanding Officer, members and their wives attended the rededication of HMS Manchester in Portsmouth, followed by a tour of the ship.

■ The dedication of their branch standard in St Mary's Church by the Rev Roger Brown was a happy day for Welshpool branch members.

The ceremony, incorporated into the service of morning prayer, was attended by the Mayor and Mayoress, Cllr and Mrs John Gwilt, chairman of Powys County Council's Montgomery Committee Cllr A. Holloway, chairman of No 7 Area S/M Mervyn Hodge, and representatives of Aberystwyth, Cardigan and Shrewsbury branches and their standards with those of the WRNS Association and the Royal Welsh Fusiliers Comrades Association.



● Word from headquarters is that the RNA's Christmas cards are selling well, and orders already placed will shortly be winging their way to branches. The card, pictured above, features HMS Ark Royal with her Merlin helicopters, and on the back of each card are the words "HM Queen Elizabeth, the Queen Mother, rededicated HMS ARK ROYAL on 22 November, 2001." Each pack of ten cards and envelopes costs £3.50, and are available from HQ RNA at 82, Chelsea Manor Street, London SW3 5QJ, tel 020 7352 6764, fax 020 7352 7385.



# Royal Naval Association



## Parade goes international

YOUNG and not-so-young turned out in strength for the Sea Sunday parade and service organised by Falmouth branch, held in Falmouth parish church.

Boasting an international flavour this year, the parade, led by the band of RN air station Culdrose, included US ratings from RAF St Mawgan, Russian cadets from the four-masted barque Sedov, members of the ship's company of HMS Northumberland, Falmouth Sea Scouts, Penryn Sea Cadets and representatives of many ex-Service associations.

At the service, conducted by the Rev Barrington Bennetts, the guest preacher was the Rev Mike Brotherton, chaplain of RNAS Culdrose.

The attendance included the Lord Lieutenant of Cornwall, Lady Mary Holborow, the Mayor,

Cllr Maureen Davies, Capt Walter Scull of the US Navy and Sir James Jungius, branch president.

The salute at the march-past was taken by Lady Holborow.

### Wreath laid

ON BEHALF of the Mid Antrim branch, a wreath was laid at the Naval Cemetery at Ancre by Alderman Joe McKernan and Cllr Beth Adger.

Representing the Ballymena Borough, they were at the Thiepval Memorial to lay a wreath at the 16th (Irish) Division Memorial.

Alderman McKernan's father, William, served in the Navy from 1903 to 1924 - including the Battle of Jutland - qualifying the Alderman for associate membership of the branch.

## Comradeship enjoyed

THE COMRADESHIP of the Navy was affirmed at a reception given by the Mayor of Torfaen, Cllr Jack Everson, and enjoyed by members of the Cwmbran branch, including S/M Mervyn Hodge, chairman No 7 Area.

The Mayor, an ex-matelot, served as a Telegraphist in the Navy, and on leaving spent a fur-

ther 20 years with the Royal Naval Reserve.

S/M John Davies, branch chairman, in thanking the mayor for the hospitality extended, informed other councillors present about the comradeship the RNA offers and its aims and activities enjoyed by members of 500 RNA branches at home and overseas.

● S/M Keith Merrett, of Worthing branch, took this picture of HMS Shoreham during an earlier visit to her affiliated town. He supposes that her unusual funnel adheres to all modern worldwide anti-pollution legislation...



## Warship welcomes shipmates

A WONDERFUL day at sea' was the verdict of Worthing branch members S/Ms Keith Merrett, Tony Charles, Bob Scott and Mike Andrews, who sailed from Portsmouth to Shoreham-by-Sea in the town's affiliated warship, HMS Shoreham.

Their host, LMEM(L) Miskin, looked after them 'magnificently', giving them lunch in the Senior Rates' Mess, followed by a tour of the impressive ship.

The changes they found were 'mind-blowing', considering when the four were last at sea, spanners were used to close valves, not push buttons as in the modern Navy.

The Sea Sunday service, including a parade and pier service, was well-supported by other branches and ex-Service associations.

Led by the NTC Band, shipmates paraded along the prom where the salute was taken by the Mayor, Cllr Eric Mardell, accompanied by branch president S/M Joy Hill, the Mayoress Mrs Elizabeth Mardell, National Council member S/M Rita Lock, and Mr E. Lewis, president of the local Burma Star Association.

## Branch bids sad farewell to Patrick

A GUARD of Honour of 34 Wakefield branch members said a sad farewell to late social secretary and Life Member S/M Patrick Barker at a crowded Wakefield Crematorium at the end of August.

Patrick, a former Royal Marines corporal, served on numerous ships, including HM ships Queen Elizabeth, Mauritius, Royalist, Excellent and Ceylon.

He also saw service in Palestine in 1945-48 and Korea in 1950-52.

On leaving the Royal Marines - having served from 1942-55 - he joined the Prison Service, going to pension as Chief Officer at HM Prison Wakefield.

Representatives from the Prison Service and the Royal British Legion were also in attendance at the committal service.

The branch was presented with a bottle of rum from the Wakefield Prison Officers' Club, that their late 77-year-old shipmate might be toasted at their branch Trafalgar Night dinner on October 19.

## Garden party marks Jubilee

BURGESS Hill branch marked the Queen's Golden Jubilee with a garden party hosted by S/M Dave Lingard and his family.

With a splendid venue, perfect weather conditions, scrumptious "big eats" and plenty to drink provided by the hosts, music and a pool in which those who overheated by dancing could cool off, the

event was declared a resounding success.

The afternoon was rounded off by the cutting of a magnificent cake, made and suitably decorated by Mrs Lingard.

Burgess Hill branch chairman S/M Mead said: "It was a truly great occasion, and our hosts could not have done more for us."

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## £50 PRIZE PUZZLE



The mystery ship in our August edition was HMS Cutlass.

The winner of the £50 prize for identifying her was M. Thorburn, of Emsworth.

Can you name this ship, pictured in the early 1970s? She had by then undergone a conversion, but continued steadfastly in her career.

The correct answer wins another £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is November 15, 2002. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our December edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 92

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My answer .....

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## Resettlement

### Ian learns to live in 'alien' civilian world

IAN PITCHFORD left the RN at the end of 2001 having served 12 years as an air engineering officer, serving with 845 and 848 Naval Air Squadrons and delivering leadership training to artificers.

He particularly enjoyed training and coaching people in management and leadership skills and decided that this was what he wanted to do.

"When the time finally came and my letter of resignation was thrust in the direction of the appointer the stark reality of having to find employment now came very much to the fore," said Ian.

"Joining up at 18 and spending the last 12 years in the Navy, the outside world, on the face of it, was an alien place. The people that lived there used a different language and had some incredibly strange customs."

Ian was working in an exchange post with the Army, away from the resettlement support traditionally offered to sailors.

"This led to me seizing, with both hands, every offer of help that was afforded me in the fog that is resettlement," said Ian.

"I was quickly introduced to CTP by the RN resettlement office in Portsmouth. This proved to be the turning point in making my departure from the Navy a successful one."

"Having been assigned a personal resettlement consultant, I now had a translator who could help me turn Jackspeak into plain English and explain some of the strange customs of the outside world."

"The CTP, through the Career Transition Workshop, also allowed me to make the links between the skills I had gained in the Royal Navy and those required for civilian employment."

"I was constantly thankful for the answers to the barrage of what, I am sure, were quite ridiculous questions I asked."

"Eight months since leaving the Royal Navy my business partner and I have established an organisational development and management training company, with a growing list of clients."

"In establishing i2i Development Solutions Ltd I am convinced that many of the mistakes that I could have made I did not due to the advice and guidance of the CTP."



● Ian Pitchford

# A smoother path to Civvy Street

**T**HE TRANSITION from Service life to Civvy Street can be a daunting one – and more than 3,000 people leave the Royal Navy and Royal Marines every year.

In order to minimise the shock to the system, and to maximise the chances of a successful second career, the resettlement process must be flexible, accessible, and demonstrably successful – objectives which are watchwords to those running the Career Transition Partnership (CTP).

CTP has been providing resettlement services for the Armed Forces since 1998 under a partnering arrangement between CTP's parent group, Right Management Consultants, and the MOD.

There are currently more than 3,000 RN and RM leavers in the resettlement process, and 6,000 have already been successful in landing civilian jobs.

The first point of contact is usually the ship's or establishment's Education and Resettlement Officer (ERO), and subsequently the Naval Resettlement Information Officer (NRIO).

Candidates for the service are registered with the CTP and linked to their nearest Regional Resettlement

Centre (RRC) – usually Portsmouth, Plymouth and Rosyth, although the ten RRCs in UK and German military bases will deal with leavers from any of the Services.

Broadly speaking, Service leavers who have served for five years from the age of 18 are eligible for the full programme, while those who have served between three and five years qualify for job-finding assistance.

All medical discharge leavers are eligible for the full programme.

The rules have been amended recently and are laid out in the new Tri-Service Resettlement Manual published last month.

Registration can take place up to two-and-a-half years before discharge, and support is available until two years after discharge.

Most Service leavers eligible for the seamless full programme commence their resettlement process with a three day Career Transition Workshop (CTW), where they will be involved in group discussions to identify their transferable skills, assess their future opportunities, learn about self-marketing and networking, and CV writing.

They will be assigned to a career consultant who will be their point of contact for advice, guidance and support thereafter.

Additionally they will have access to PCs and the Internet, and resource rooms containing information on careers, training and locations in the United Kingdom.



● RN senior rates discuss train driving as a career with Millennium Trains and Virgin Trains at a careers fair

There are regular briefings on finance, housing, business start-up and interview techniques, delivered by the appropriate experts, at each centre.

CTP consultants often visit locations such as Gibraltar and Kosovo, and those who have to leave for medical reasons are given extra assistance such as priority for courses, and consultants can go to their homes.

Most Service leavers are eligible for up to four weeks of resettlement training to enhance their skills and maybe gain a civilian qualification, or even change direction completely.

Consultants provide advice on training and the CTP Resettlement Training Centre assesses and monitors a list of preferred training suppliers to ensure quality is maintained.

A variety of courses, from management to security installation, are offered in-house at the Resettlement Training Centre, Aldershot.

When it is time to start looking for a job, the CTP continues to provide assistance through a sub-contractor, the Regular Forces Employment Association (RFEA) Ltd.

With a network of over 30 employment consultants throughout Britain the RFEA offers job-finding assistance and a job-matching service.

The CTP also runs employment fairs throughout the UK to enable Service leavers to meet employers who are looking for the skills and experience military people possess.

CTP surveys show that over 90% of Service leavers are in suitable employment within 6 months of leaving.

"It's quite a flexible system on offer. Some individuals need a lot of help, others need only a little," said CTP Marketing and IT Manager Tim Cairns.

"Everybody gets the same level of service – there may be different workshops for junior ranks, senior ranks and officers, but they get the same level of service."

"What is clearly understood by the MOD is the importance of getting resettlement right."

"If people leave with a positive feeling about military life they can have a positive effect on recruitment."

■ **Tim Cairns would like to hear from anyone resettled through the Royal Navy in 1952 – 50 years ago.** Contact Tim at CTP, 7th Floor, New Zealand House, 80 Haymarket, London SW1Y 4TE, tel 020 7766 8020, or email [tcairns@ctp.org.uk](mailto:tcairns@ctp.org.uk)

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For more details contact your ERO or NRIO, or call the RRCs on RN bases – Portsmouth (9380 24130), Plymouth (9375 4009) or Rosyth (9335 65192). A central helpline is available on 020 7766 8020, or see [www.ctp.org.uk](http://www.ctp.org.uk)



● Former PO Steward Julian Luke, now a Customer Service Manager for GNER Railways

## No big departure for Julian

**JULIAN Luke** left the Navy in January 2000 after 22 years service.

He attended a Career Transition Workshop (CTW) at Rosyth and subsequently worked with his Career Consultant, Graeme Kenny, to identify his career goals in the civilian world.

As a PO Steward, Julian had experience of providing a top-level service in Wardrooms at sea and ashore, which gave him an advantage when he applied to GNER Railways for a job as an on-board Customer Service representative on the Edinburgh to London line.

Julian settled in to his new job quickly, and has been promoted to Customer Service Manager.

His advice to other Service leavers is "not to get disheartened – it is a big wide world out there, and do not be afraid to go for jobs."

**Gordon Yule** also works for GNER as a Customer Support Assistant looking after all aspects of on-board catering on trains from Glasgow to London.

He got his job in January this year after meeting Ray McMahon, Service Support Manager for GNER Scotland, at a CTP Employment Fair at Aberdeen.

Gordon, who was also a Petty Officer Steward, reg-

istered with the CTP, attended a CTW and received assistance with his CV, application and thank-you letters.

Gordon comments: "I advise people to attend CTP job fairs, start job searching early, and use all resettlement time and money available."

Ray McMahon is impressed with what RN Service leavers bring to GNER: "We have been delighted with the calibre of staff that have joined GNER from the Armed Forces."

"The transition of staff joining GNER has been remarkably smooth."

"We are a customer service industry-led business and the staff we have recruited have all shown that their training in the forces has been invaluable when dealing with people and providing customer service."

"Our relationship with the CTP is going from strength to strength, and we are pleased to provide employment opportunities for those leaving the Forces and entering back into the civilian world."

Ray added: "The rail industry faces many challenges each day, and the skills and disciplines learned in the Armed Forces are an ideal combination for GNER."



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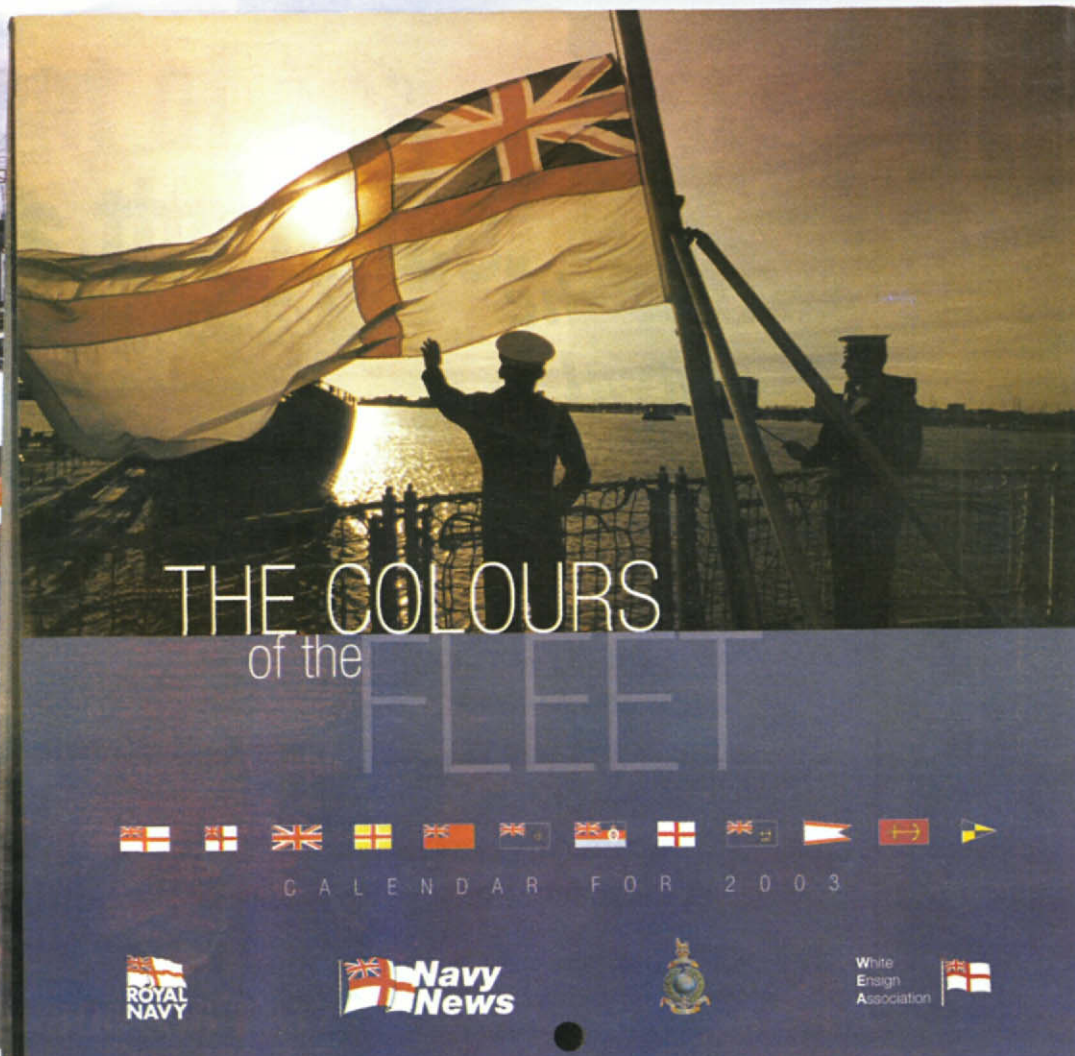
To find out more please write to Bobby-Anne Payne, VT Services, 223 Southampton Road, Paulsgrove, Portsmouth PO6 4QA, telephone: 023 9235 4216 or e-mail: bobbypayne@vtis.com.

Although VT Services is committed to equal opportunities, these positions are based in Saudi Arabia and only male applicants can be considered.

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## Education

# Long seafaring tradition at Royal Hospital

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The children and grandchildren of seafarers are also eligible for the school's own Assisted Places Scheme with these places based on parental income.

Although RHS continues to demand high academic standards, the school also places a great emphasis on the development of individual potential and, of course, in having fun – whether it be in games, drama, sailing, outdoor pursuits or any of the impressive list of extra-curricular activities that take place after school or at weekends.

The school is fortunate to have the financial backing of the Crown Charity, Greenwich Hospital.

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## Sea Cadets

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PRINCE Charles had a special word for the buglers when he inspected the Royal Guard supplied by TS Sutton Coldfield for his visit to the National Arboretum.

He commiserated with them over the difficulty of keeping an "embouchure" – that's "the correct application of lips and tongue in playing a wind instrument" – in wet weather!

The Prince of Wales was at the Arboretum at Arlewas near Tamworth at the invitation of the HMS Kelly Association, to plant a tree in honour of the former members of the ship's company who died when the destroyer, commanded by his great-uncle Lord Mountbatten, was sunk by German bombers during the evacuation of Crete on June 1, 1941.



## Bermuda trippers

FOUR UK Sea Cadets joined cadets from the USA and Canada for an action-packed ten-day trip to Bermuda that included diving, sailing, jet skiing, canoeing and swimming with dolphins.

Seen here with Bermuda Premier Jennifer Smith and the Commander Bermuda Sea Cadets Lt Cdr Anthony Lighthouse, RNR are Lt Michelle Welsh, escort officer of Nottingham Unit with LC Angela Dickinson and LC Lucy Weaver and PO Martyn Mayger and PO Christopher Gallon from Twickenham Unit.



Picture: Sutton Coldfield Observer

## Dai knows his way around!

BACK in 1973 Western Area Headquarters started an annual examination to pro-

mote chartwork and navigation skills, awarding the Dryad Shield to the top performer.

Scoring 100 per cent on both occasions, the winner for 1973 and again for 1974 was LS Dai Kent of Fishguard Unit.

After university and a couple of years in the City, the lure of the sea proved too strong and Dai was commissioned in the Royal Navy in 1980. Now a specialist 'Dagger' navigator, he has navigated HM ships Upton, Cordella (MCM11 in the Falklands War), Brilliant, Fearless and Ocean and the Australian ships HMAS Success and Manoora.

He has also been Staff Navigator to the Flag Officer Sea Training, Commander Standing Naval Force Atlantic and the Captain Second Frigate Squadron and has headed the Navigation Section at HMS Dryad.

Having previously commanded HM ships Peterel and Leeds Castle, Lt Cdr Kent has recently renewed his links with the SCC by becoming

Commanding Officer of HMS Bristol, the RN Cadet Forces Accommodation and Training Ship.

"It's a great thrill to see such an excellent facility being used by so many young people," he told Navy News.

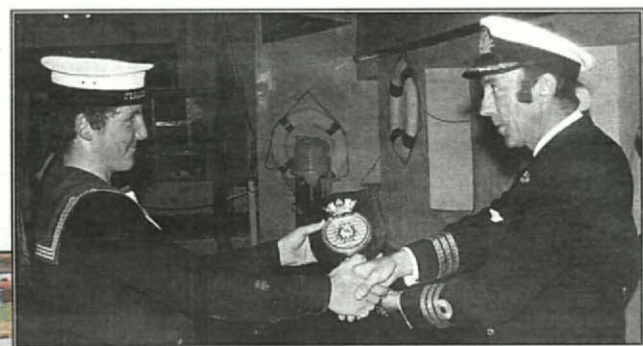
"Last year Bristol had 17,500 visitors and this year's figure promises to be even higher."

"I have very fond memories of the Sea Cadets in Fishguard and my experiences there were a major influence on where I am today. My only regret is that Bristol was not berthed at Whale Island for the Sea Cadet Pulling Championships in 1974. We considered ourselves clear favourites, having easily won the Western Area title in

Plymouth and had trained hard for months.

"But unfortunately a Storm Force 10 in Portsmouth Harbour forced a cancellation of the whole event. Bristol would have been so much more comfortable than those camp beds in the Drill Shed!"

● Below: LS Dai Kent of Fishguard Unit receives the Dryad Shield for Chartwork and Navigation from Cdr Michael Wilson in 1973. Bottom: HMS Bristol, the RN Cadet Forces Accommodation and Training Ship berthed at HMS Excellent, Whale Island and (inset) Lt Cdr Kent today, as her Commanding officer.



## THE WHITE ENSIGN ASSOCIATION

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office@whiteensign.co.uk  
www.whiteensign.co.uk



# Sea Cadets



OUR appeal for old photographs of Sea Cadet units has produced a bumper postbag. Most of this selection date from around 50 years ago – keep them coming!



Clockwise from top left:

- Bristol Unit march through Queen's Square, c 1950

- TS Brilliant together with the Air Training Corps perform at the Assembly Hall, Tunbridge Wells in June, 1951. Picture supplied by one of the drummers, C. M. Brown, who went on to join the Royal Navy in October that year

- Members of the Girls Nautical Training Corps on board TS Foudroyant in August 1949

- HMS Dolphin's Sea Cadet Field Gun Crews of 1951-52. D. W. Harding, of McGregor, South Africa who sent us this photo, is on the drag rope as the left hand marker. He joined the RN as an artificer apprentice in 1953 and went into the Fleet Air Arm.

- Allen Suters (15) of Romford, Essex, tries to find enough wind to inflate his 'Mae West' as he dons full flying kit under the direction of Naval pilots at St Merryn, Cornwall. This picture appeared on the front page of the Daily Mirror on May 31, 1946 – the lead story was "NAVY LOG 'GHOST ON CRUTCHES' AT MIDNIGHT": "The Royal Navy has officially logged a complaint ratings have made about a ghost on crutches that walks at midnight.

"The ratings, sentries on night watch at a naval barracks, say that the ghost follows them around during the middle watch (midnight to 4am) and they have protested against doing solitary duty on that watch.

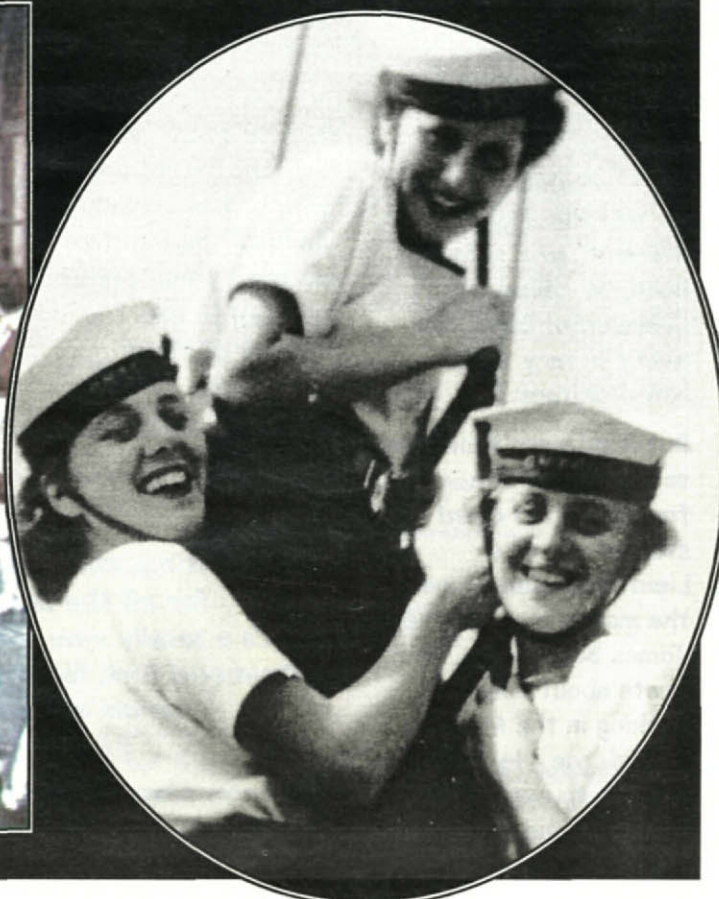
"The ghost that has been officially recognised by the Navy haunts St Mary's Barracks, Chatham, Kent.

"Sentries doing duty on the ramparts overlooking the moat around the barracks say that when they are doing their rounds footsteps they cannot account for and a tapping, as of someone walking with crutches, are heard.

"One young sentry who felt that the ghost was near him panicked and ran to the guard room for protection.

"Another rating claims to have seen the ghost. He described it as dressed in naval uniform of Nelson's days, and said it was hobbling along the ramparts on crutches..."

Does anyone have any more stories of the Chatham ghost?







# YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH

Have you seen a Bond movie? Which gadget did you like best? Why not let us know. We have some prizes waiting for the best letters or e-mails. Tell about your fave Bond gadget at the usual address or e-mail us at [youngreaders@navynews.co.uk](mailto:youngreaders@navynews.co.uk)

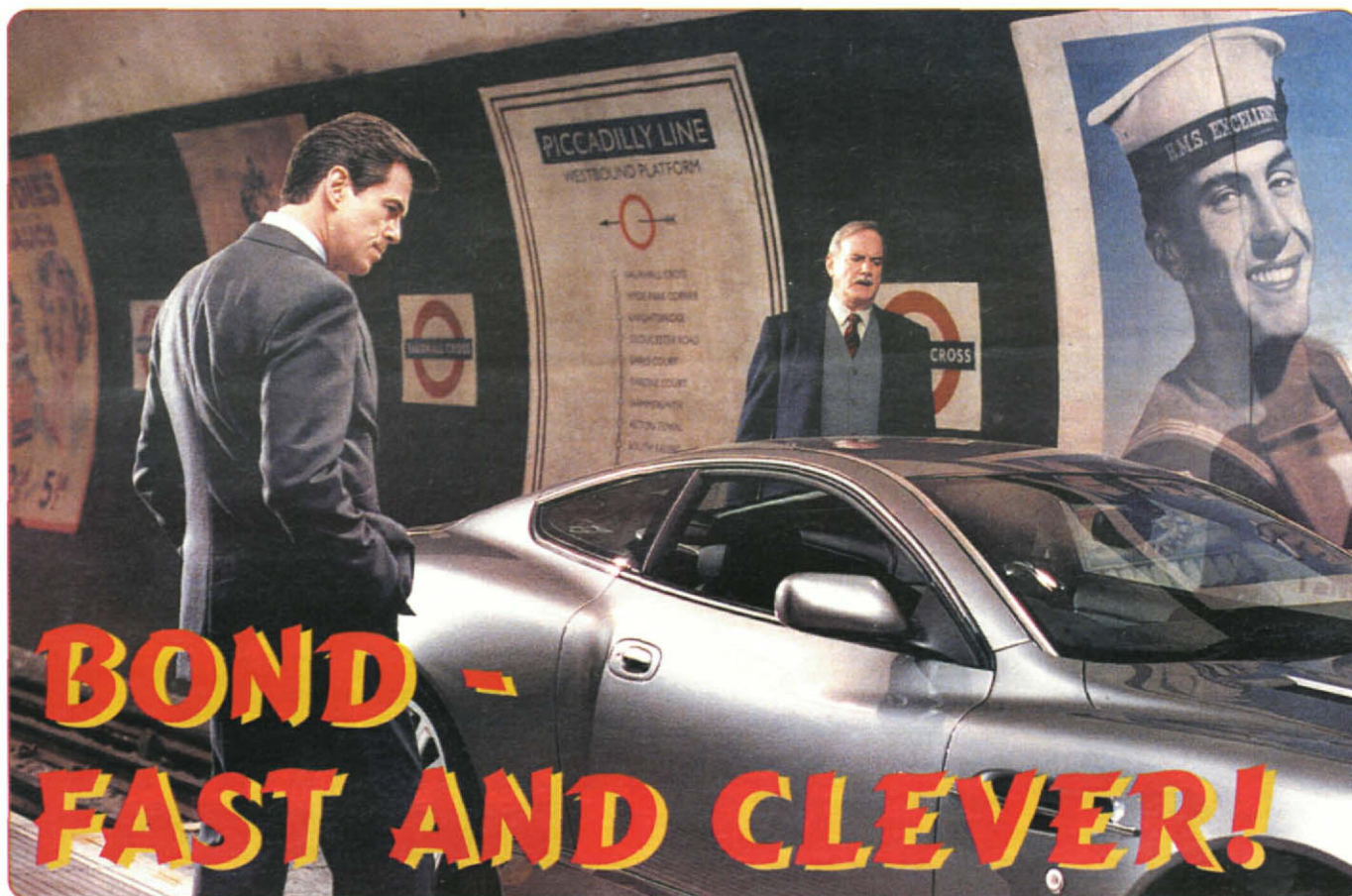
Bond films are famous for high-speed chases. Watch out for the hovercraft in the new movie and see the latest Aston Martin car in action.

Every Bond film has featured some wacky inventions. A few of the early inventions would seem quite normal now. A big fuss was made because in 'From Russia with Love', made in 1963, James Bond went to his car and made a call on a telephone in the car. It may seem quite normal now but don't forget no-one had even heard of mobile phones then!

By 1997 and the film 'Tomorrow Never Dies', James Bond was using his Ericsson mobile

phone for all sorts of things! First it could be used to pick locks. Secondly the phone could produce an electric shock of 2,000 volts. The third feature was a fingerprint scanner that allowed you to scan anyone's fingerprints. The phone even had a screen and pad that were remote controls for James Bond's car!!

Some of the more unusual gadgets have included Bond's Grappling Omega Seamaster Watch. This was featured in 'The World Is Not Enough' in 1999. It had two great features, a very bright blue light to help see in dark places and a grappling hook. If you pressed a button on the side of the watch it would fire a wire, then if you pressed another



button it would reel you in.

The 1965 film 'Thunderball' saw the first use of the Jetpack. This handy device strapped on to Bond's back and helped him fly above the mansion and over its walls to escape and land next to his Aston Martin DB5.

There have been many

wicked devices for getting rid of people but perhaps the most strange was the bowler hat used by the weird character Oddjob in 'Goldfinger'. The inside of the hat was steel-rimmed and Oddjob would get rid of enemies by throwing the deadly weapon like a frisbee. Only James Bond could survive this evil flick of the wrist!

## BOND IS BACK!

Everyone loves Bond, James Bond, and he's back next month in a brand new movie called 'Die Another Day'.

It promises to be another action-packed thriller with actor Pierce Brosnan appearing again as Bond and the very funny John Cleese as the gadget-loving "Q". Big boss "M" is

once again the British actress Dame Judi Dench.

We're being promised some very exotic locations too. Filming has taken place in Iceland, Hawaii and Spain, as well as the famous Pinewood Studios in England.

The world premiere of the film will be on November 18.

## BOND AND THE NAVY

James Bond is definitely a Navy man. In fact some of the film 'Tomorrow Never Dies' was filmed on board HMS Westminster. In the film Pierce Brosnan, who acts as Bond, is called Commander Bond and wears a very smart Naval uniform.

But Bond wasn't always so important. The famous secret agent started off as a Lieutenant. Ian Fleming, the man who wrote the James Bond books, first wrote about Bond working in the Ministry of Defence. He then went on to explain that, because Bond was dealing in secrets, he

was given a rank in the Royal Naval Volunteer Reserve.

But how did Ian Fleming know so much about the Navy and secret agents? Well, he was actually in the RNVF during the war and became personal assistant to the Director of Naval Intelligence.



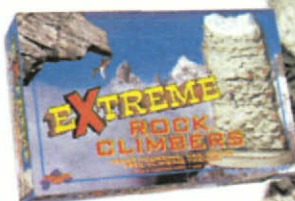
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**Closing Date for Entries: 31st October 2002**



## WAR MUSEUM AGENTS AND SPIES!



James Bond is a top secret agent but he isn't real! If you want to find out more about real spies and secret agents then head to the Imperial War Museum in London or log on to their great website [www.iwm.org.uk](http://www.iwm.org.uk)

They have a special exhibition called Secret War. It tells you all about MI5 and MI6. You can also see a real German code machine from World War II.

In October there's a chance to meet an agent. Using the experiences of real agents, Kate Vigurs, from the Royal Armouries, Leeds, will explain in role what it was like to work undercover as a woman in France during the World War II.

Dates 12 - 13 October  
Times 11.00am - 3.30pm  
Find out more from the website  
or call 020 7416 5000

## ROYAL NAVY STARS IN BOND MOVIES!

James Bond films are all action and some of that action has been filmed in real Navy ships and bases.

'The Spy Who Loved Me' featured nuclear submarines. For some of the shots they used real submarines based at Faslane. They also constructed a huge model of a submarine at the Pinewood Studios.

In the same film they filmed HMS Fearless at

sea. But it wasn't just drama on film! While they were filming the assault ship had to put out a fire on a Greek cargo ship. At the end of filming the ship received a message from the production company "From James Bond film unit to HMS Fearless. Many thanks for a good shoot. A highly eventful week when many were stirred but none were shaken. Signed 007"



A German WWII Enigma Coding Machine on display

## YOUNG READERS CLUB Competition Rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees and their families of Navy News or any company associated with the competition. The decision of the judge is final. Full competition rules are available by contacting us at the usual address.

## OCTOBER MEMBERS CORNER...



### A day out at Chatham Navy Days 2002

Here's a picture of Amber Jones, Grandad Chris Radford, Adam Jones and Nanny Norma Radford at Chatham Navy Days, and very nautical they look too!

### Who is the real James Bond?

Do you know who this James Bond is?

Well, it's one of our keenest members Paul Kitchin. Could he take over from Pierce Brosnan, what do you think?

Mess Deck will be back next month so look out for all your letters!!



## We've Turned the Search Light on!

It's shining on...

Ethan Jacob Robinson

Member No. 2883

Well done Ethan. Send us a photograph of yourself for our 'Picture Board', and a prize will be on its way to you.

Look out for the Search Light every month!

## Birthday Congratulations!

Daniel Whalley	Donna Swarbrick	James Bennett
David Kiriakidis	Liam Hart	James Gardener
Matthew Drew	Ellis Reader	Liam Scales
William Britton	Jack Sargeant	George Tall
Steven Quilter	Michael Holyoak	Robert Fysh
Megan Cox	Jack Best	Sam Miller
Alexandra Waterhouse	Charlotte McCaffrey	Clare Wates
Zoe Smith	Samuel Hayward	Maria Stone
Michael Carr	Katie Lucas	Jacob Shanks
Rebecca Jones	Joseph Buttrick	Ian Carter
Charlotte Squire	Roger Irwin	Callum Lavington
Jack Somers	Laura Haskins	Thomas Marshall
James Garrity	Joseph Bird	Stephen O'Dea
Christopher Barnes	Katie Woodward	Karen Wilkes
Penelope Hughes	Louise Carle	Alexandra Cox
James Roberts	Floyd King	Laura Wood
Vicky Roberts	Rebecca Quinn	Regan Laing
Helen Gent	Mikayla Wilson	Matthew Barrott
Rebecca Swarbrick	Adam Hawes-Wray	Michael Croft

## YOUNG READERS CLUB

All new members enrolled in the Club will now have Membership that lasts until their 16th Birthday.

Members of the club will be able to use their membership cards to obtain discounts on entry to many local attractions and events throughout the year, both in their own locality and nationwide. Our new style coupon reflects these changes - see below

Please enroll me as a member of The Young Readers Club.  
I enclose a PO/cheque (payable to Navy News) for:

£17.50 - Life Membership (until 16th Birthday) (Includes a copy of Navy News for 12 months)

Name .....

Address .....

Postcode ..... D.O.B. .... Tel No .....

E-mail address .....

School attended .....

Joined by: Parent ☐ Grandparent ☐ Other ☐

Do you have any Brothers ☐ Sisters ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

Send your completed form, together with a postal order/cheque for £17.50 to:

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We will also accept payment by:- Visa, Delta, Access, Mastercard, or Switch on orders of £5.00 or over





# Golfers reclaim trophy at testing Celtic Manor

There were mixed fortunes for Navy golfers at the recent Inter-Service Championships held at Celtic Manor, writes Cdr Gary Skinns.

The men put up an excellent display in beating both the RAF and the Army to take the title for the second time in three years, while the ladies found both the opposition and the golf course a little too strong, finishing in third place.

Celtic Manor is the regular host to the Wales Open on the European Tour, and has also been awarded the 2010 Ryder Cup matches.

The facilities at the resort are second to none and the course proved to be a true test of golfing ability as well as being extremely physically demanding.

The event main sponsor was EMC who along with individual hole sponsors provided the finances to enable the event to be staged in such a prestigious venue.

It was also very good to see the Navy teams supported each day by Fleet Support Limited, the Navy golf sponsors.

Rain on practice day curtailed play, but a clear morning dawned for the first day of competition.

The Navy took on the RAF in both the men's and ladies' events, which consisted of round robin format foursomes and singles matches played off scratch.

The men got a fast start with a 3-1 score in the morning foursomes. The lead pairing of Lt Cdr Darryl Whitehead (771 NAS) and Lt Terry Taylor (RNAS Culdrose) set the standard with an excellent win against their RAF equivalents.

Other pre-lunch wins came from LWEM Alistair Westbury (HMS Warrior)/CWEA Steve King (Gloucester) and Lt Guy Norris (BRNC Dartmouth)/Cpl Freddie Lomas (CTCRM).

While two of the ladies' three foursomes were closely fought affairs, results went against the Navy in all three matches.

The afternoon singles as always provided the management with nervous moments. The RAF men proved they were far from finished when they took 1.5 points from the top two games, Whitehead gaining half a point in the first match.

Thereafter, the Navy began to take charge, and with three points from the next four games from Freddie Lomas, Terry Taylor and Guy Norris, the result was secure. OM Ken Anderson (Dryad) added a bonus half point to make the final score 7-5 in the Navy's favour.

The ladies' singles performed admirably after the morning disappointments. CWWR Riz Davis (HQ Southant) put up an excellent show to halve with her opponent who was some five shots better on paper. Wins further down the order from CWMETOC Carol McMurtry (RNAS Yeovilton) and CWPT Sue King (AFCO Manchester), both of who played opposition with much lower handicaps, brought about respectability in a one point loss in singles and an overall defeat by 6.5 to 2.5.

The Navy men had the following day off, but the ladies took on the Army. A fog delay did not help the tight schedule and eventually a decision was taken to play the singles matches first followed by a reduced foursomes of 12 holes for the men and 9 holes for the ladies.

Playing two successive days on such a physically demanding course was always going to be tough, and the Navy ladies found things very difficult. Although a number of matches were close, the ladies failed to take a point from their opponents and lost 9-0, while the RAF beat the Army 8-4.

The final day saw the RAF and Army ladies vying for the title, while a minimum of a halved match



● Lt Terry Taylor plays from a bunker

Picture: Steve Pope (Sportingwales.com)

against the Army would see the Navy men as champions. Defeat would hand the title to the RAF.

The Navy strength in foursomes again proved pivotal as an excellent morning performance saw another 3-1 advantage at lunch.

Whitehead and Terry Taylor again set the standard, and further wins were recorded by Anderson/Lomas and Norris, partnered by Navy champion MEM Michael Setterfield (HMS Sutherland).

The Navy required three points from eight singles for the title.

Navy team captain Lt Cdr Neil Hinch (Temeraire) looked a worried man half-way through the afternoon, and the RNGA President and Chairman were beginning to wonder whether the champagne would be needed after all.

Mid-way through the round the Navy were narrowly up in only two matches and down in six.

However, there followed a fine display of patient, sensible and excellent golf which saw the Navy rally to take the match comfortably.

Westbury set up the victory with a win on the penultimate hole, while news came from down the field that Norris had stormed through the middle section to beat his opponent 4 and 3.

When Whitehead fought back from three down with six holes to play to win on the final green, the necessary points were in the bag. However this was not quite the finish of the afternoon; Lt Cdr Mark Taylor (CINCFLEET) found himself five down after nine holes and three down with five to play.

The fact that he halved his match is a glowing example of the spirit Neil Hinch has instilled into the team. It also speaks volumes for Mark Taylor's personal tenacity.

Anderson, down in his match most of the afternoon, also gained a creditable half and Lomas maintained his excellent form to win the final match 2 and 1 against the Army's 'banker'.

The overall result was 8-4 in the Navy's favour, and it was a jubilant team that received the trophy from the President of Combined Services Golf an hour later.

The ladies' title went to the RAF with a 5.5 to 3.5 win over the Army.

The new format presented one or two minor organisational problems but overall the week was a success.



● The winning Royal Navy golf squad display their trophy

Picture: Steve Pope (Sportingwales.com)

The opportunity to play at a regular professional tour stop and future Ryder Cup venue was appreciated by the players and the extensive sponsorship afforded everyone the benefits of the luxury resort.

The Navy men end the season in the best possible spirits. Last year's Navy champion Whitehead led by example, finishing the week unbeaten on 3.5 points, while RNGA captain Norris went one better in winning all four matches.

There was one other star who deserves special mention.

Freddie Lomas, a Royal Marine bandsman from CTCRM, was called up as second reserve only four days prior to the event.

Having secured his release from work, he was unable to attend the pre-event weekend warm up owing to a family wedding.

He joined his team-mates late on Sunday night and after one practice round proceeded to play some of the best golf of his life in what was only his second appearance for the representative team.

Like Norris he achieved a remarkable four points from four, the highlight of which was his front nine singles against one of the RAF's strongest players which contained five birdies and four pars to see him five up, a position from which he never looked back.

Navy golf looks forward to more

of the same from him in the future.

The ladies also left in good spirits despite the Army result.

The team was depleted by the absences, most notably LWPT Wendy Briggs (HMS Westminster), widely regarded as the top Service lady golfer.

Much encouragement was gained from the experiences at Celtic Manor, and with better availability for next year's event at Saunton, optimism prevails.

In the final competitive match prior to the Inter-Services, the RN men gained an impressive halved match against a strong Civil Service side over the delightful Hillside course in Southport.

## Frigate claims charity match

THE BIRTHPLACE of cricket was the appropriate setting for a charity match between Maritime Commissioning Trials and Assessment (MCTA) and the Royal Navy's latest frigate, HMS St Albans.

The ship's team won the toss at Broad Halfpenny Down, and in glorious weather they elected to field first.

MCTA were bolstered by a majestic unbeaten 93 from Lt Cdr Tony Bosustow, guesting for the team from Fleet Headquarters.

But the men of the frigate had their own in-form batsman, Operations Officer Lt Cdr Andrew Burns producing a half-century.

The St Albans side comfortably edged past MCTA's total of 164, losing seven wickets in the process to win by three wickets.

Pick of the bowlers was MCTA's Tony Manicom, who took two wickets and claimed a direct run-out.

The match was organised by MID Simon Willmore, and the two teams were captained by Lt Cdr Guy Lewis (HMS St Albans) and Capt Graham Peach (MCTA).

The match raised more than £300, which was given to the charities supported by the two units.

A cheque for £113 was also presented to Whizz Kids via Lt Cdr Laing of MCTA, the proceeds of a barbecue held the previous week.

A proportion of all proceeds went to Broad Halfpenny Brigands Cricket Club, who lent the use of the ground and the equipment.

HMS St Albans supports the St Albans Cobras, a youth community basketball team in the frigate's adopted city.

The warship is undergoing sea trials, and was due to join the operational Fleet as Navy News went to press.

## Bury celebrate European win

A FOOTBALL fan who left the Royal Navy last year has scooped a prestigious award for his efforts to save the club he loves.

Gordon Sorfleet left the Navy as a Petty Officer Caterer in July last year after almost 22 years service, and within days had been taken on as press officer and website editor for Bury Football Club.

Gordon had already been running the Bury official website for a year from home. The first full season Gordon was involved with the Lancashire club was memorable for the best and worst of reasons.

In March this year Bury went into administration, and supporters had two weeks to find £350,000 to save it.

Various initiatives were rapidly put into action, and the money was found. Gordon's website alone was responsible for £60,000, as well as raising the profile of the campaign.

But the club was not out of the woods – poor results brought relegation from the Second Division, the second relegation in quick succession. There seemed little chance of a silver lining in the black clouds – but the day after the season ended Gordon received an unexpected phone call.

"This person said he was Lennart Johansson, President of UEFA [European football's governing body]," said Gordon. "He said I had been voted the UEFA Supporter of the Year."

"I won't say what I said to him – I didn't believe him; I thought it was a wind-up."

But a fax from UEFA headquarters convinced him that it was true – and at the end of August Gordon and his wife Christine were flown by UEFA to Monte Carlo to pick up his award.

For a football fan used to the modest surroundings of Gigg Lane and matches against lesser lights such as Peterborough and Torquay, the glittering UEFA Gala Awards Dinner was an eye-opener.

Gordon's introduction to the audience was accompanied by a video clip of Bury's pre-season friendly at Chorley, and the Bury man noted with surprise that David Nugent's goal was applauded by stars such as Brazilian World Cup winner Roberto Carlos.

"Still awestruck, I returned to my seat when I had a good, hard pat on the back along with the words 'Well done, mon ami!'"

"I looked round and to my astonishment, there stood Zinedine Zidane – and he was congratulating me. Staggering!"

Apart from Europe's most valuable player – Zidane picked up the top award at the gala – former England boss Sir Bobby Robson, now in charge of Newcastle United, also strolled over to offer his congratulations to Gordon. Robson picked up a special award the same night.

Gordon still does not know who put him up for the accolade, though he was told his



● Gordon Sorfleet with his UEFA award

Picture: Bury Times

success was in no small part to a fortuitous interview.

"The UEFA committee was in session to decide who would be the Supporter of the Year, and they decided to take a break," said Gordon.

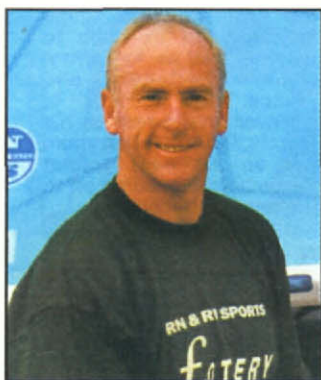
"A French match was being televised, and at half-time the TV station showed an interview I had done about Bury and club finances in general. The committee happened to see it; they went back and I got it."

Gordon said the award, specifically for his efforts in keeping the club alive, came out of the blue, but both he and Bury were delighted at the honour and publicity it has brought in its wake.

Gordon, aged 39, naturally lives in Bury; his passion for the Shakers is such that he bought a house where the garden adjoins the club's main stand.

Gordon's Bury FC website is at [www.buryfc.co.uk](http://www.buryfc.co.uk)





● Graham Forshaw

## Birthday surprise for coach

THE ROYAL Navy's top sailing coach had a double reason to celebrate recently.

C/Sgt Graham Forshaw scooped the £5,000 first prize in the Royal Navy and Royal Marines Sports Lottery – on his birthday.

It has been a particularly good year for Graham in many respects, as he also received the MBE from the Queen.

Graham, based at HMS Temeraire, received his 'birthday present' from the Director of Physical Training and Sport, Capt Hugh Daglish.

Graham, who is a top-class yachtsman, plans to spend his winnings on a different set of sails.

He intends to buy a paraglider, so he can master the currents in the air as well as those in the sea.

## Racer hit by engine failure

A NAVY motorcyclist experienced the highs and lows of bike racing during an event at Snetterton.

L/Cpl Al Stevens, RN/RM Motorcycle Club competition secretary, is in the fourth year of road racing and is currently riding an Asprilia RSVR 1000cc Mille.

Al competes with the BEMSEE club in the Supertwin class, and in the televised MRO series in the Asprilia Mille Challenge.

He achieved his best results for two years at the Snetterton round, taking a second and third place in the Supertwin class on the Saturday.

But just as things were looking good his bike cut out during the MRO race on the Sunday while he was in fourth place and he crashed out of the race.

The MRO series is shown on MOTO+ on the Sky Sports channels as the Powerbike Tour.

If anyone is interested in any form of motorcycle racing, or would like to join the motorcycle club, please contact L/Cpl Al Stevens on 93785 4038 or on 93843 6023 (club house answerphone).

# Sultan squad hits the road

A 16-STRONG squad from HMS Sultan travelled to the heart of Rugby League country for their first mini tour.

The squad's first match was against Pennine League Division One team Victoria Rangers in Bradford.

An inexperienced Sultan side put up a brave performance against a side who have been promoted for the last three seasons, and who have a wealth of professional experience both in coaching and playing staff.

The visitors, starting brightly, were the first to score through a penalty goal from MEM Scott Partiss.

But inevitably the Vics began to assert themselves with speedy passages of play through centre field, drawing the Sultan defence into the middle of the park and allowing their wingers plenty of room to score on the flanks.

It was not all one-way traffic and Sultan did score a try from a penalty conceded by the Vics. Scott Partiss seeing the home defence out of

position raced under the posts to score a try which he then converted.

At half time the Navy team were 26-8 down, but they matched their hosts in the second half with tries from Scott Partiss and Neil Chapman to finish 36-18 losers – a creditable performance against a good team.

The tourists concluded their trip with a visit to Valley Parade, home of the Bradford Bulls, to watch the Super League top of the table clash between the Bulls and the Wigan Warriors.

# Champions crash to last-gasp Navy try



A DRAMATIC converted try three minutes from time saw the Royal Navy defeat the RAF in the first match of this year's NAAFI-sponsored Inter-Services Rugby League Challenge.

Played under floodlights at Burnaby Road in Portsmouth, the match was always going to be keenly fought, as the RAF were determined to retain the title they won last year.

The Navy were equally determined to repeat the win scored against the RAF in this year's Scottish Courage Cup competition.

The first half belonged to the RAF, who built up a comfortable 15-6 half-time lead, scoring three tries to the Navy's one, and with RAF skipper Damian Clayton adding two conversions, it looked a long way back for the Navy.

This sense was heightened after

the break when the RAF went further ahead with another converted try, to take them out to a 21-6 lead.

The character and belief within the Navy squad began to come through as they pushed the RAF back, due in no small part to the efforts of MEM Scott Partiss.

The young scrum-half began spreading the play out to the wings with some stunning long passes.

These plays stretched the RAF defence, and as the game wore on two Navy tries and a conversion without reply set up a grandstand finish.

With five minutes to go the Navy collected the ball in their own half and after a swift passage of play which moved from the wing back inside, MEM Matty Leigh crashed over alongside the RAF posts.

OM Whiskey Walker coolly hammered the conversion over to put the Navy in front with less than three minutes to go.

Despite a frantic effort by the RAF to level the scores with a drop goal the referee blew the final whistle and the Navy had earned a famous victory.

Both sides made the match a great spectacle for the fans, but the Navy side, led for the first time by Neil Chapman, can be justly proud of their efforts in coming back from such a big deficit to win.

Man Of The Match was MEM Scott Partiss.

Two other matches were played prior to the Challenge match both going the way of the RAF.

The RAF women's team beat a combined RN/Army team 28-8, and the Emerging RAF side won a fiercely-contested match 23-16.

■ To cap a fantastic week for RN rugby league it was announced that Sgt Chris Richards has been awarded the **totalr.com** Player Of The Year award.

Besides being captain of the RNRL squad, Chris plays for the **totalr.com** conference side Gloucester Warriors.

This season has also seen him represent England in the Amateur RL Home International competition, contributing in no small part to England's success in the contest.



● (Top) SNN Hooly Clements (left) and SNN Julia Bentley, who were selected for the combined Army and RN side to play the RAF women. (Above) Man of the Match Scott Partiss is introduced to Flag Officer Training and Recruiting, Rear Admiral Peter Davies

## Devonport Services celebrate sponsorship

DEVONPORT Services rugby football club is celebrating a sponsorship award from the Royal Navy Rugby Union.

The sponsorship, which includes a financial package and a car, will allow the club to arrange workshops and training sessions run by the top rugby coaches within the Royal Navy.

Devonport Services is made up of players from all three Armed Forces, who play alongside civilian rugby players from the area.

The team currently plays in the Devon and Cornwall League and narrowly missed out on promotion to the West Counties League last season.

John Williams, the Director of Rugby at Devonport Services since 1994, said:

"The sponsorship enables me to get new training equipment to progress the club further, and gives me contacts within the Royal Navy for the expert coaching staff which will benefit the club as a whole."

The club has three senior teams and a full youth structure from Under Sevens up to Colts level.

John added: "My main aim is to help youngsters in Plymouth. I want to sit back and see our players run out for England or Scotland or wherever they go."

Anyone interested in joining the club can contact John Williams on (Plymouth) 01752 501559 or Steve Sinclair on 01752 212378.

## RN engineers stage open golf contest

THE ANNUAL Royal Navy Engineers open golf championships attracted almost 100 competitors to the China Fleet Club for a day-long competition.

The event, open to serving and ex-RN engineers, together with sponsors from industry, was won by CPWEM Pony Moore, who shot gross 77 on the morning 18 holes, followed by 33 stableford points off 7/8 handicap in the afternoon 18.

Sponsors winner was a former CPWEM, now plain Mr Steve Smith, who now works for Turbo Genset.

Main sponsors for this year's event were BAE and Jim Connolly of Connolly Leisure, and the prizes were presented by Rear Admiral Rory McLean.

## Hockey tour achieves goals

A TRAILBLAZING joint hockey tour to Europe by the Royal Navy men's Under 23s and ladies senior squad has strengthened the belief that major Inter-Services honours may be just around the corner.

As both the U23s and women were planning to tour in 2002, it was decided to attempt the first joint tour in RN Hockey Association history.

For the U23s it was to be a celebration of their clean sweep of the junior Inter-Services competition in the spring, while for the women it would be a chance to build team spirit and understanding.

Support was provided by the Sailors Fund, the Fleet Amenities Fund, the Sports Lottery and the RN Hockey Association.

The touring party of 35 left HMS Excellent in mid-August for the 11-day tour, which began in earnest at the Green Devils International Hockey Tournament in Ternat, Belgium, where a Tournament All-Stars provided the first test for both touring sides.

The U23s notched an enterprising 4-4 draw, while the women's match ended without score.

The next matches were in Antwerp against the city's hockey club, and this time the U23s scored a comfortable 6-1 win, while the women fought out a second 0-0 draw, considering themselves unlucky not to have opened their scoring account.

The tour then moved to the Netherlands, and a fixture against

Rotterdam Hockey Club – the largest in Europe.

The U23s came back from two goals down to win 3-2 against very strong opposition, and coach CPO Matt Wesson said that many players had "come of age".

He added that "with a performance like that the Navy should win the senior Inter-Service trophy for the first time in 22 years."

The women also recorded a notable victory, going 2-0 up early in the game and holding on to clinch a 2-1 win, the result of good teamwork and spirit.

The tour ended at the 33rd Mercx International Festival in the Netherlands, and the Navy sides again made a big impression with a string of good performances.

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# ARK SAILS

● From page one

Naval Air Squadrons offer troop-carrying, surveillance and anti-submarine functions, the latter also provided by Merlins from 814 Sqn.

Amid media speculation about the possibility of the carrier heading on to the Gulf, Ark's Commanding Officer Capt Alan Massey said: "I have crystal-clear orders – that is to take my ship and her supporting ships down into the Mediterranean to conduct these pre-planned national and NATO exercises, and then to bring them back safely home at around the middle of November."

He added: "But it is now pretty much received wisdom that any high-readiness aspect of any part of the UK's joint forces has to be ready to do anything."

"I've already warned my crew to be mentally prepared for the possibility of not being home for Christmas, but then I would be doing that irrespective of the climate of the day, simply because we are a high-readiness, highly-in-demand unit."

The central exercise in the deployment, Destined Glory, involves navies, air and land forces from eight NATO countries. It will provide the first opportunity for nations involved in the European Amphibious Initiative – Britain, France, Spain, Italy and the Netherlands – to work up and practise common procedures.

Capt Massey said: "NATO recognises the European Amphibious Initiative as a fundamentally important part of the whole NATO military capability."

"The Americans are fully signed up to it, seeing a win for Europe as a win for NATO and a win for them."

The deployment will see ships from the Task Group visit a number of Mediterranean countries. For Ark Royal, Malta will prove a significant stopping point when the ship's company mark the 60th anniversary of Operation Pedestal.

## RFA tanker rescues five from sugar ship

FIVE crew members of a sinking cargo ship in the Gulf have been rescued by the tanker RFA Bayleaf.

The mv Falcon, registered in Sao Tome, Guinea, was on her way to Iraq with a cargo of sugar.

The survivors, three Eritreans, one Iraqi and one Indian (the vessel's master) were rescued by the Bayleaf's crashboat team, manned by LH Paul Mackay and Seaman Warren Bean, in "marginal" weather conditions.

The stricken vessel was low in the water, rolling heavily and taking water into forward holds.

Before they were put ashore in Dubai, the five were given £70 each (more than a year's wages, which they had not in any case received for the past 14 months) collected by the crew of the Bayleaf, as well as clothing and toiletries.

The master of the Falcon said that when they had been rescued they had "gone from Hell to Paradise".

Bayleaf is permanently based in the Gulf, providing support to RN and Allied warships.

## 'BANDIT' THE BACCHANAL!



'BANDIT' Berryman's classical education is set to expand this month as HMS Ark Royal and the rest of the Argonaut 2002 ships look forward to visits to Italy, as well as to Turkey, Malta, Portugal and France.

Never one to rest on his laurels, POA(AH) Berryman put on his best golden fleece before heading off to the nearest bacchanalia...

Picture: PO(PHOT) Dave Coombs

## Grafton grabs 500lb of 'grass'

HMS GRAFTON has made her first significant contribution to the fight against drugs with the seizure of 500lb of marijuana following a high-speed chase in the Caribbean.

The Type 23 frigate was operating between St Vincent and Barbados when her Lynx helicopter spotted a speedboat travelling at high speed in the darkness, showing no navigational lights.

Once they had identified the boat as being a drug smuggler, the Lynx crew used the powerful downwash from the aircraft's rotor blades to confuse and disorientate the speedboat crew while Grafton headed for the scene.

The speedboat tried to outrun the Lynx – but while manoeuvring violently it blew an engine and came to a stop.

Grafton's Commanding Officer, Cdr Richard Thomas, said: "When we arrived we could see the smugglers desperately throwing bales over the side. A team from my ship, augmented by US Coast Guard law enforcement personnel, boarded the boat and a number of people were detained."

"We searched the waters around the speedboat and recovered 21 bales of drugs."

Just before she arrived on station in the Caribbean Grafton received a Mayday call from a 79-year-old yachtsman.

Medical officer Lt Lizzie Yates was put on board the yacht by seaboat and found Mr John Haas badly cut about. She sewed up a number of serious lacerations and transferred him to the warship for overnight observation before landing him at Key West.

Mr Haas later said: "I had lost a lot of blood and was beginning to feel weak, but when I saw the Grafton appear over the horizon and steam towards me, I knew I was going to be all right."

# Patrol boats quit Northern Ireland

TWO ROYAL Navy patrol boats have left Lough Neagh in Northern Ireland after 14 years of duty.

Used for counter-terrorism operations on the Lough since 1988, Greywolf and Greyfox have been taken out of the front line as they are no longer required to support the Police Service of Northern Ireland.

Their withdrawal follows a review of RN operations in the Province.

The Navy still maintains three larger vessels for operations in the waters around Northern Ireland – one of three modified mine coun-

termeasures vessels is on permanent station around the coast.

The three ships are based at Faslane in Scotland, and under the Terrorism Act 2000 have a crucial role to play in counter-terrorist operations, boarding and searching ships to look for illegal arms, munitions and other such equipment.

Royal Navy Sea King helicopters are a key part of the Joint Helicopter Force (Northern Ireland), based at Aldergrove airport.

Greywolf and Greyfox were lifted by crane from Lough Neagh and were taken by low-loader lorry to the port of Larne, from where they sailed to Holyhead in North

Wales. The departure of the Lough Neagh patrol vessels and the basing of the coastal patrol ships at Faslane rather than Belfast will lead to a reduction in the number of RN personnel based in the Province.

The RN's facility on Belfast Lough, known as Airport Jetty, is no longer required, and will be returned to the Belfast Harbour Commissioner in due course.


Greywolf and Greyfox were purpose-built for their role on Lough Neagh, and are similar in size and design to harbour cutters. They were based at Massereene

Barracks in Antrim. The boats, which are virtually identical, are 16m long and can manage a speed of over 25 knots. They have a crew of four, but can transport more than 30 passengers for short periods.


Their future role within the Ministry of Defence is yet to be decided.



● Greyfox on patrol on Lough Neagh at the end of 14 years of duty in Northern Ireland



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## Moneywise

# Insights in to finance

IN March 2001, a series of focus groups was held in a selection of Naval establishments, Army barracks and Royal Air Force stations.

The aim of the focus groups was to gain an insight into what the Serviceman or woman thought of the financial services industry.

Therefore a selection of Service personnel and their spouses were invited to give their views. This was also an opportunity to introduce the concept of a company created exclusively to serve them and their families.

From the outset opinions were listened to and had an effect. The new company was to be called ForcesFirst, but feedback from the focus groups indicated that the name was an unpopular choice, so it was discarded and Affinitas was created.

The idea was originally that of Air Chief Marshal Sir Patrick Hine and General Bill Cooney, the former President of USAA, the American company that Affinitas emulates which, in its 80 years, has become more than an insurer but a way of life for American Service personnel and their families.

They wanted to create the British equivalent of USAA and both still work actively in the company as Vice Chairman and Chairman of the Board.

Everything offered is designed specifically to give Service men and women, Reserves and the retired military a better deal because those at Affinitas aim to understand life in the Forces.

Affinitas consists of a balance of former military people and business professionals; the naval contingent's years of service add up to almost 150.

Chief executive Simon Lee said: "Affinitas has the single aim of becoming the natural provider of choice for insurance and financial services to the British Armed Forces."

"Our mission is to offer unparalleled levels of customer focus, personal service and genuinely innovative products."

"The combination of financial and ex-Service people ensures we have a first-hand understanding of the particular needs of the Forces."

In October 2001 Affinitas launched five products: kit, motor, home, travel, and breakdown insurance. An Awareness Team consisting of former Services personnel, Cdr Andy Lawrence, CPO Jo Hopkins and Mark Elliot, an Army WO1, has paid 490 visits to establishments, ships and groups, many of which were tri-Service.

They are keen to answer questions as well as make people aware of the company ethos. However, more importantly, they are out to gather opinions on what people in the Services want and how Affinitas can meet that demand.

Early reports back made it clear that people wanted more than the five initial general insurance products offered.

With the acquisition of the firm AFFAS from Willis, these products have now been expanded to include: life assurance, critical illness cover, health insurance, a hospital fund and insurance for flying pay - all specifically designed for the Services.

If you would like the Awareness Team to visit your group or you want more information about Affinitas or its products and benefits, please call the Member Service Centre on Freephone 0800 316 1317.

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